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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

THE "MONTE" IN RETROSPECT

Many pictures of the
most important of all
International Rallies

John Bolster on
"How to Make a Speech"

Club News - Cartoons
Sports Reports - Gossip

Vol. 2 No. 6

February 9, 1951



THE
JUPITER
does it again!

Victory in the
MONTE CARLO RALLY

1st in the 1½ Litre Class

A Jowett Jupiter driven by R. F. ELLISON and W. H. ROBINSON

2nd in the 1½ Litre Class

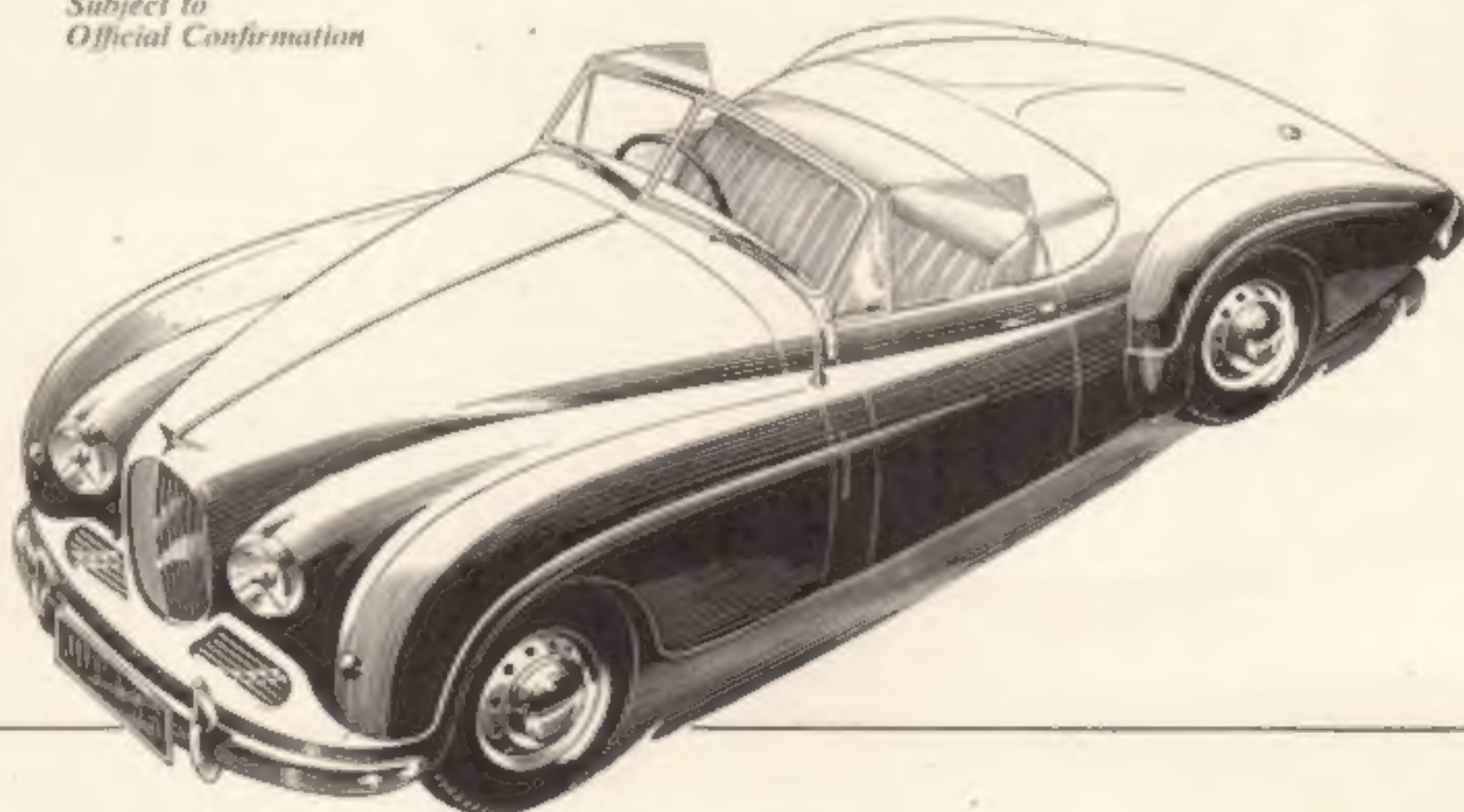
A Jowett Jupiter driven by GORDON WILKINS and RAYMOND BAXTER

4th in the 1½ Litre Class

A Jowett Javelin driven by L. ODELL and R. J. C. MARSHALL

1½ Litre Class Manufacturers' Team Prize

*Subject to
Official Confirmation*



The 1½ Litre Jowett **JUPITER**

MADE BY JOWETT CARS LIMITED, BRADFORD AND LONDON

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 2. No. 6

February 9, 1951

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NOTICES

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EDITORIAL

IT is indeed heartening news that at least one full season's racing is assured for the B.R.M., by the decision of the larger number of the Trust's members to guarantee a minimum income for 1951. While this will pay for actual racing costs, the money for further development still remains to be found. It is, therefore, up to every motor sporting enthusiast to do all he (or she) can to assist, by joining the B.R.M. Association, and making it the biggest supporters' club ever known. The wearing of the badge should be a matter of pride to all who profess the slightest interest in the future of British motor-racing, and in the eventual success of a wonderful piece of automobile engineering. The failure at Barcelona was a setback which must be expected in the early development of a near-revolutionary type of Grand Prix machine. Without the experience of that trip, the sponsors of the cars would have had little data on which to work during the winter months. The Bourne people are working day and night to have the cars ready for a full programme of Grand Prix races and have every confidence that Britain's contender for Formula I honours will be a worthy wearer of the green.

* * *

IN the past, British drivers who race foreign cars in International events have come in for plenty of criticism. It is interesting to note that Italy, through the medium of *Auto Italiana*, has attacked Farina for deciding to drive a Mercedes in the two Argentinian races (11th and 18th February). It is felt that the Champion of the World owes his present position to the support given him by Italian firms, and that he has been guilty of gross disloyalty to his native country in driving a German car. As the leading article states "Italy feels that she will be unable to give full-hearted cheers to Farina, as he will be driving a car of German make".

The writer goes on to allege that Mercedes are using the Argentinian races as a testing ground for Indianapolis and also for future events. Power-output of the latest 3-litre is said to exceed 500 b.h.p., and the weight of the car to be under 700 kilos.

However, after all this, it is learned that Farina may not be driving a Mercedes. Apparently the Argentinians asked Mercedes to lend a car to Fangio, as Alfa Romeo had refused to participate in an event not originally on the International calendar. Fangio in a Mercedes would not suit Farina, who had hoped to have a faster car than the South American ace.

At any rate, if Farina does drive a Mercedes, the storm which will arise in Italy is likely to blow him clean out of Grand Prix racing in so far as Italy herself is concerned.

OUR COVER PICTURE

LEANING LATIN: The Portuguese driver, J. Ramos
Castello Branco, putting his Standard Vanguard through
its paces in the Speed-Regularity Test of the 21st Monte
Carlo Rally.



Pit and Paddock

AUTOAR (yes, there is no "e") is the new name of the flat-12, rear-engined Cisitalia.

* * *

STIRLING MOSS (Morris Minor) is an entrant in the Schiltern C.C.'s "A Night Affair" which starts from Chipperfield Common tomorrow (Saturday) night.

* * *

PRACTICALLY all of Britain's top-flight Formula Three men have signified their willingness to compete in a 200 Miles Race.

* * *

SEEMS that Lionel Leonard's Sports Cooper is not the prototype M.G.-engined car, but one of the first of the series production vehicles.

* * *

MONTE CARLO RALLY coincidence. Walter H. Waring and co-driver W. H. Wadham not only have the same initials, but were born on the same day.

* * *

BILL HOLLAND has had his A.A.A. licence suspended for one year for taking part in an unauthorized race in Florida. It seems unlikely that he will race in the Indianapolis "500" which he won two years ago.

* * *

PAT GARLAND, now convalescing in a Brighton hospital, plans to return to racing with a 4½-litre Lago-Talbot (Formula I) and a rebuilt 3-litre Delage (Sports-car).

* * *

PICTURE of Ted Lloyd-Jones in his "Flying Saucer" in our issue of 26th January was mistakenly captioned as having been taken at Shelsley instead of Prescott.

* * *

COLOMBO, father of the V-12 Ferrari, has rejoined Alfa-Romeo. Presumably he will continue work on the flat-12, 1½-litre Alfa designed jointly by himself and Ricart.

* * *

MONOPOLETTA and Scampolo will form the main German challenge in Formula Three this season. The former will be equipped with the very latest BMW dope motor.

* * *

THE Carter-Whitehouse team of three Coopers will have Lancefield-tuned "double-knocker" Norton power-units, and will be transported around in a lavishly equipped Bedford 4-tonner.

STRONG J.B.S. team for this season's 500 c.c. racing comprises Curly Dryden, Frank Aikens and Alf Bottoms. Dryden and Bottoms will use Norton engines, but Aikens will stick to a Triumph Twin.

* * *

JAMES WATT, of Aston Martin and Lagonda, has set off on a 14,000 miles tour of U.S.A. and Canada, taking with him a DB2 Aston Martin and a 2½-litre drophead coupé Lagonda. Object of the visit is to strengthen sales organization.

* * *

ARGENTINA has two sports-car races scheduled for 10th and 17th March. There are rumours that Fangio and Gonzalez will drive Cadillac-powered Allards against opposition headed by Chinetti (Ferrari), Briggs Cunningham (DB2 Aston Martin), Kimberley (Jaguar XK 120) and many others.

* * *

PROFESSOR FERDINAND PORSCHE has died at the age of 75. He was one of the leading authorities on racing car design and contributed much to Auto-Union and the 1,500 c.c. Cisitalia rear-engined cars. Prof. Porsche was, of course, the designer of the Volkswagen and also of the sports car which bears his name.

* * *

AS John Cooper remarked in a recent issue of the *Autocar*, so many folk have acquired XK 120 Jaguars, that it may be necessary to run special eliminating races for them in sports-car events. Amongst Mr. Lyons's latest customers are Gillie Tyrer, Cyril Mann, Guy Warburton, Tom Leigh, Gordon (Jaguetto) Parker and George Wicken.

* * *

A LETTER received late last year by Dr. Joseph Bayley from Daimler-Benz A.G. stated: "It is not true that the Daimler-Benz A.G. will participate in 1951 in Grand Prix racing. The day will come when we shall take part again." The question is, can the Argentine races be regarded as Grands Prix?

* * *

DUDLEY SHIP, Chairman of West Hants and Dorset, would like to get in touch with H. Cocker, whose award won in the Knott Cup Trial has been returned "gone away". Would Mr. Cocker therefore write to D. S. Ship, Parkways Garage Ltd., Sandbanks Road, Lilliput, Parkstone.

* * *

MOROCCO had touring-car races at Agadri on 28th January. Among the class winners were Magri (Panhard), Pagnibon (Cisitalia), Amic (Simca), Larivière (Citroën) and Pagnibon (Lago-Talbot). The latter's speed of 78 k.p.h. was the highest of the day. A Jaguar, driven by Guelfi, was runner-up. Guelfi was the unfortunate who was left on the line with his Delahaye at Le Mans last year.

Sports-News

THE B.R.M.—OFFICIAL STATEMENT

THE larger number of the Trust, which includes six of the leading manufacturers and components suppliers in Great Britain, have confirmed their faith in the B.R.M. by continuing their financial support. At a recent meeting it was agreed that the subscriptions would provide the minimum income required to carry the development and racing programme throughout the 1951 season.

It is hoped that all previous members and supporters will continue their aid, and through the steady growth of the B.R.M.A., this minimum income will be augmented to provide sufficient funds for the design and development of improved models for the future.

The work at Bourne is being vigorously pursued, and no racing programme will be announced at present. The organization remains substantially the same, but in the interests of flexibility and speed of decision, the control of the project has been considerably simplified.

THE NEW J.B.S.

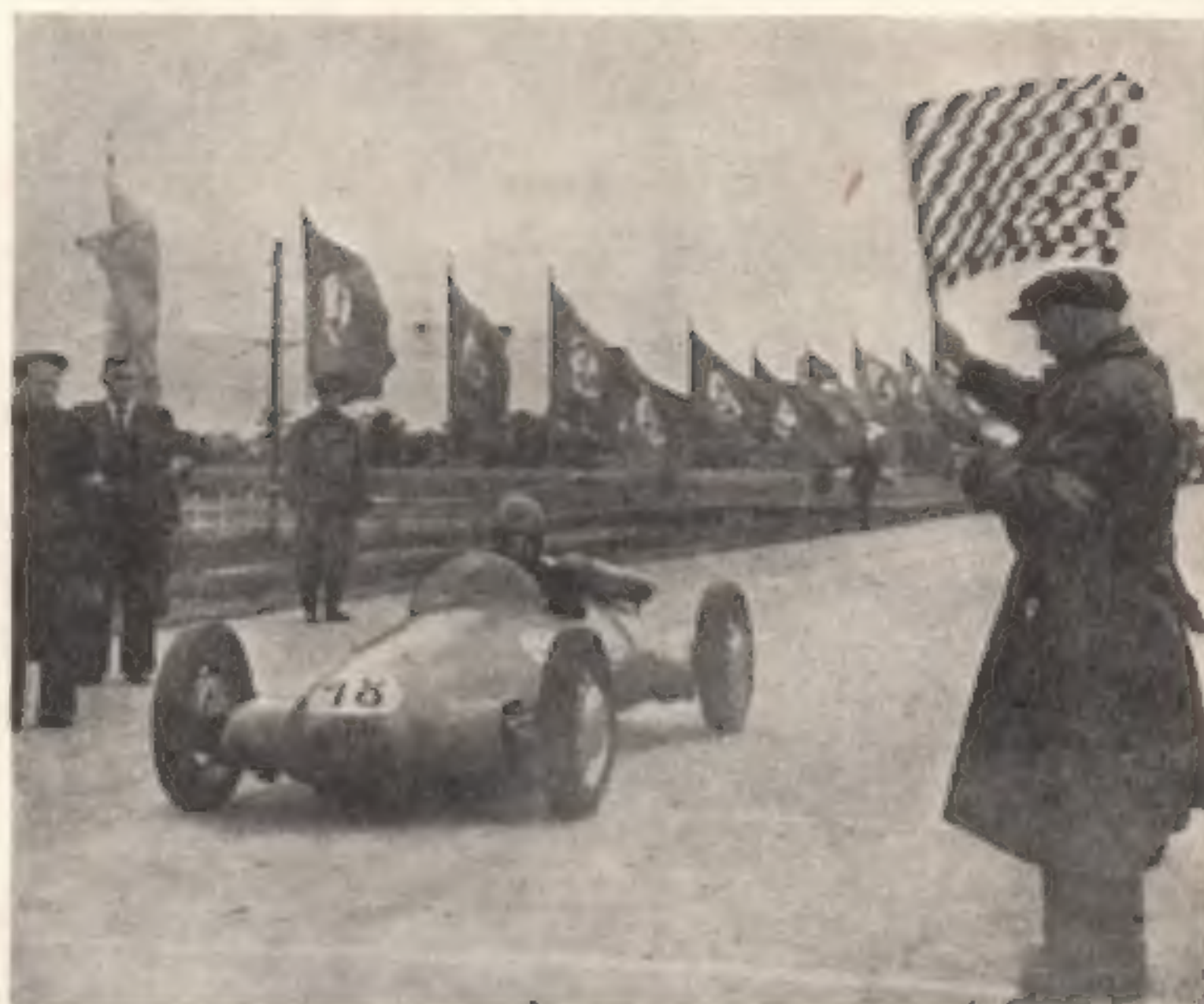
As we go to press we learn from Alf Bottoms that weights of the new J.B.S. "500", described by John Bolster in last week's issue, are as follows:—

In sprint trim with J.A.P. engine, 466 lbs.

In circuit trim with J.A.P. engine, 483 lbs.

THE 1951 TURIN INTERNATIONAL

THE organizers of the International Motor Show to be held at Turin from 4th to 15th April announce that a record number of car manufacturers will exhibit their products. The newest models from Britain, the United States, France, Germany and, of course, Italy, will be on show, together with a great many commercial vehicles, accessories and so on. Britain's manufacturers top the list with 20 different makes, followed by U.S.A. (19), Italy (9), France (6) and Germany (4).



SOVIET "500": In a roadway lined with hammer-and-sickle flags, Russia's new SVEZDA SALUT "500" receives the chequered flag. Although numbered "48", we strongly suspect that the SVEZDA was the sole competitor in this particular event.

The Italian Ministry for Foreign Trade has authorized the sale of the foreign cars exhibited after the exhibition closes. Floor space is being enlarged to accommodate all the exhibits, and many technical novelties are anticipated.

NEW EXPERIMENT IN TRIALS

THAT the Clubs are perhaps less content than the R.A.C. with the effect of the Trials Car Regulations upon design becomes increasingly apparent. We referred in a recent Editorial to John Jesty's weight-distribution formula which the West Hants and Dorset C.C. is trying out in the Hartwell Cup Trial on 18th February, and we now have some preliminary details of the "Versatility Trial" to be run on 21st April jointly by the Bristol and the Hants and Berks Clubs.

The Hants and Berks are discontinuing their well-known chassis-breaker, the Aldershot Trial, chiefly because they consider that the development of the Trials Special has taken much of the interest out of this sort of event, and has virtually eliminated from it the less specialized general-purpose vehicle which it is their policy to foster. They decided,

therefore, to introduce in its place a new form of trial intended to give emphasis to road-worthiness as well as to cross-country performance. The Bristol M.C. & L.C.C. were approached with the scheme and agreed to join in sponsoring the event and to make available their Castle Combe circuit.

The plot is for competitors to put in some five laps of the circuit, the better of the last two to count: and then, on the same tyre pressures, to a sporting type of trials course in the Cotswolds. Marks will be allotted for appearance, comfort, luggage capacity and other features which are considered desirable in a general-purpose competition car.

ANYBODY SEEN OUR POT?

BACK in March 1939, some daring Bracer received, as a token of his prowess, a handsome silver trophy known as the Scurray's Bowl. Six months later, a war broke out, which went on for some time, and as a result, the Scurray's Bowl did not find its way home. If the present holder will communicate with Roger White-Smith, Hon. Sec. of the South-West Centre M.G. Car Club, Bourne House, Winterbourne, Glos., he will be able to clear his conscience.



The "Monte"

**BRITISH CARS DOMINATE
"CONCOURS DE CONFORT"
—COUPER'S BENTLEY WINS
GRAND PRIX D'HONNEUR
—RALLY PERFORMANCES
ANALYZED**

PARIS: (Left) A general view of the control outside the offices of "L'Action Automobile", with the Arc de Triomphe in the background.

BOURGES: (Below) Cars lined up in the shadow of France's highest cathedral. This lovely town is right in the very centre of France.

Now that the tumult and shouting have died down, protests examined, and mostly rejected, and all the socialities completed, it is possible to review the 1951 Monte Carlo Rally in detail. Of the first 50 who qualified to take part in the Speed-Regularity Test, not a solitary competitor started from Oslo, Stockholm or Palermo. Lisbon supplied the majority of the qualifiers with 21, Glasgow was next with 16, and the remaining 13 set out from Monte Carlo itself.

Of the 50, 20 had six-cylinder cars, there were 24 "fours", and half a dozen V-8's. None of the Dyna-Panhard, Saab or DKW twin-cylinder cars figured in the list, but the new "competition size" 750 c.c. Renaults supplied six of the qualifiers, although Flinterman's car was excluded for some infringement of the regulations.

These little Renaults were the surprise of the Rally, and on several occasions were found scuttling along the Routes Nationales at a pace well in excess of 70 m.p.h. Naturally, they completely dominated the 750 c.c. class.

The much-fancied Sunbeam-Talbot teams' failure is yet one more illustration of how a Good Samaritan act can jeopardize success. By stopping to attempt the rescue of Gatsonides's ditched car, the crew of George Hartwell's vehicle ruined their own chances by being late at Grasse control. As the Hartwell car was in the other S-T team, it would have been quite excusable for them to press on and leave the Gatsonides



car for someone else to help. It sounds selfish and unsporting, but unless there has been an accident involving injury, no competitor should throw away his (or her) chances of success by stopping to help some unfortunate.

The Adams incident at the Grasse control was rather unfortunate. The Daimler drivers arrived with time to spare, but the official in charge was so slow in accepting their cards, that the timekeeper marked them a minute late. Naturally the Adams brothers protested, and it was agreed that there had been a mistake.

Nevertheless, their protest at Monte Carlo was rejected, various reasons being given.

Trevoux's winning Delahaye was, like Chiron's, one of the 4½-litre cars with De Dion rear axle. Both had light closed bodies of what is now recognized as the Italian shape. This chassis was exhibited at the 1950 Earls Court Show, fitted with the ostentatious Saoutchik body.

Count Monte de Real's Ford was one of the 4-litre convertible models which are presumably identical to the Mercury. Gautruche's very fast Citroen was the same "six" with

in Retrospect



MONEGASQUE: Louis Chiron, his crew, and their smart blue 4-litre Delahaye at the Bourges control. Chiron easily made the best performance in the final Speed-Regularity Test on the Monaco "Round the Houses" G.P. circuit.

which he won the 1949 Alpine Rally. Colin Vard's Jaguar was a perfectly standard Mark V, and Wharton's

Wyresoles-equipped Pilot was his familiar "Yellow Peril", with the normal Dagenham 3,622 power plant.

Mention of Wharton reminds us that his co-driver was "Bill" Sleetman; Jan Langelaan and Peter Haynes travelling as the remainder of the crew. Wharton won the B.T.D.A. award, and not Waring, as was given last week in the provisional results. Probably the best performance of the entire Rally was that of the Reece cousins in their Ford Anglia. Competing in a class which included Simca, Fiat, Saab, Lancia, Renault, DKW and Skoda. Jack and Peter drove one of the two

lowest-priced cars in the entry to Monte Carlo without penalty, and finished third in the 1,100 c.c. class.

It was rather bad luck on Tommy Wise that the engine of his Jupiter stalled in the acceleration and braking test. If the Yorkshireman had been able to return his usual rapid performance, it is quite possible that Jowetts would have collected the coveted Charles Faroux Trophy for the best nominated team of cars of the same make.

Incidentally, it transpires that Bill Robinson handled the class-winning Jupiter in the Speed-Regularity Test, and not R. F. Ellison, the entrant.

Concours de Confort

Mike Couper won the Grand Prix d'Honneur in the Concours de Confort, for the second successive year, but with a Mark VI Bentley in place of the Rolls-Royce he drove in 1950. We understand that it was a pretty close thing between the Bentley and the Adams's beautifully turned-out Daimler, which won the premier award in the over 1,500 c.c. category. Wally Waring's Jaguar was second.

Hillmans scored in the 1,500 c.c. category, with Maurice Anderson's superbly-equipped car the winner, and the Shears-Dunham entry second. Rootes productions had a good day, as the Carter-Carter-Braid team of Humber Hawks collected both the Monte Carlo Rally Type coachwork prize, and the Radio Monte Carlo Cup, the latter being awarded because of the excellence of their H.M.V. radio equipment. Gatsonides's Sunbeam-Talbot took the Volant Brevex Cup.

(continued overleaf)



CLASS-WINNER: (Above) Louis Rosier in the Speed-Regularity Test with his very fast 750 c.c. Renault.

FRENCH TRIO: (Right) Levegh's Lago-Talbot, Malleret's Citroën and Collange's Simca lined up for the start of the Speed-Regularity Test.





PRIZE-WINNERS: (Top) Colin Vard (Jaguar) receiving one of his awards from Prince Rainier of Monaco. (Centre) Bill Robinson (Left) and R. F. Ellison with trophies and class-winning Jowett Jupiter. (Bottom) Jean Trevoux (Right) and co-driver Crovetto and the Delahaye with which they won the Rally outright.

The "Monte" in Retrospect—cont.

One of the most popular accessories this year on British cars was the new Lucas "Death Ray" road lamp, practically every British entrant being so equipped. This lamp throws a slender beam of remarkable intensity, giving rise to rumours that it can burn holes in the backs of cars. Heaters and radios were almost universal fitments, and the majority of drivers had added electric de-frosting screens to supplement the normal hot-air windscreen vents.

Of the Continental cars, the Swedish Saab 92 and the Grand Sport Simca were most interesting. The former is, of course, based on the DKW, and is a well-proportioned and shapely vehicle. The Simcas were much admired, but there is a suspicion that their actual performance is not so high as one is generally led to believe. At any rate the Jupiters and Odell's Javelin rather gave them a mild shock in the 1,500 c.c. category, whilst the Reece Anglia must have given owners of the 1,100 c.c. edition seriously to ponder.

Dorothy Stanley-Turner's 3-litre Alvis made a fine début. To finish 32nd in the general classification with a recently introduced design is an effort deserving of every praise, and indicates that the new car has a competition future.

Another car which must have shaken the Simca and Fiat folk was Peter Harper's Minx. This car lapped at a fine pace in the Speed-Regularity Test, and quickly overhauled Pownall's 1½-litre M.G., which made Abingdon enthusiasts squirm. Harper could, at one time, have claimed a baulk, but he waived the privilege, which was a pity as his regularity might have been further improved.

Now what about the Vanguards? They didn't have the best of fortune, with Joy Cooke's retirement right at the start of the Rally, and various other mishaps. Colin Edge drove steadily and well in the Speed-Regularity Test, but it was left to Ramos Branco to show everyone how a Standard could be thrown around without coming to grief. Branco and Gautruche (Citroën) certainly produced fireworks of the more exciting variety.

The Bristols appeared to suffer from unsuitable gear ratios, but it



(Above) Lowest-priced car in the Rally, the Reece cousins' Ford Anglia which was 3rd in the 1,300 c.c. class. (Left) Ladies' Prize-winners, Mme. Hustinx and Mme. Sigrand (Peugeot).

was generally agreed that their brakes were extremely effective. Whilst other cars came juddering up to corners with decided uni-directional tendencies, the cars of Bolton and Murray slowed smoothly and effortlessly.

Geoff Holt and Stan Asbury (Ford Pilot) might have figured higher than 29th if Geoff had been able to stop quicker at "Gasworks Corner". When he charged the conical marker pylon, officials scattered in all directions with extraordinary agility.

An excellent show was put up by Les Odell and John Marshall in their Javelin saloon to finish 26th in the general classification, and fourth in the 1,500 c.c. class to the two Jupiters and Scaron's Grand Sport Simca. The McLaughlin 1½-litre Riley wasn't all that slower than the



(Above) John Marshall in Les Odell's Javelin during the Speed-Regularity Test.

(Left) Peter Harper's Minx on the tail of Arnold Pownall's 1½-litre M.G.



Brinkman-Johnson 2½-litre in the Speed-Regularity Test. Tommy Wisdom's Sunbeam-Talbot displayed a fine turn of speed, but a slight incident spoiled his regularity.

The Edney-Stoddart Vauxhall went remarkably well, but, like the Vanguards, must have been at a disadvantage on the tortuous "Round the Houses" circuit with a three-speed box.

Louis Rosier's speed with the little Renault was something at which to

(continued overleaf)

The "Monte" in Retrospect—cont.

marvel. Like the other Renault drivers, he did the Test alone to save weight.

On the whole a highly successful "Monte" out of which British cars collected many kudos. The Principality went out of its way to welcome competitors, but, according to many people, several hotels and restaurants were guilty of overcharging.

Tailpiece

Quite a few people dashed up to Boulogne to catch the 3.30 p.m. boat on 2nd February, but the loaders went on strike. There followed the Boulogne-Dunkirk Grand Prix to ensure places on the night ferry. However, the Shepperton was due out about 7 p.m. with freight. The Bo'sun showed himself to be a most

enterprising officer, and Captain Brown was more than willing to have cars loaded on his ship. The French authorities co-operated, and in next to no time about a score of cars were on board.

The trip across was made memorable by an impromptu bacon-and-eggs banquet, followed by Jackie Reece's inimitable pantomime of the man with the ill-fitting suit.

OFFICIAL RESULTS

H.S.H. PRINCE RAINIER CUP: J. Trevoux—R. Crovetto (Delahaye).
RIVIERA CUP: R. F. Ellison—W. H. Robinson (Jowett).
COUNTRY CLUB CUP: Y. Lesur—L. Pinchinatti (Simca).
MONT-AGEL CUP: L. C. Rosier—L. J. Rosier (Renault).
LADIES' CUP: Mme. Hustinx—Mme. Francois Sigrand (Peugeot).
CHALLENGE CHARLES FAROUX: J. Trevoux—M. Heyman—R. Ph. Faure (Delahaye).



(Left) A wash-hand basin was amongst the features of Maurice Anderson's superbly equipped Minx which won the 1,500 c.c. *Concours de Confort*.

(Below) The successful team of Humber Hawks which carried off two "Confort" awards, with their crews. Entrants were Ken Carter, Billy Carter and Peter Bruid.

CHALLENGE OFFICIEL DE LA COUTURE: Mme. Hustinx—Mme. Francois Sigrand (Peugeot).
CHALLENGE AUTOMOBIL CLUB DE PORTUGAL: J. Trevoux—R. Crovetto (Delahaye).
CHALLENGE AFTENPOSTEN: A. J. Bergh—A. Fraenckel (Volvo).
SILVER CHALLENGE THE BARCLAYS BANK LTD.: C. Vard—A. Young (Jaguar).
CHALLENGE HOTCHKISS: J. Trevoux—R. Crovetto (Delahaye).
CHALLENGE L'EQUIPE: J. Trevoux—M. Heyman—R. Ph. Faure (Delahaye).
CHALLENGE van WICKEWOORT-CROMMELIN: Ch. Polis—R. Sevenstern (Bentley).
CHALLENGE OF THE TOWN OF MONACO: J. Trevoux—R. Crovetto (Delahaye).
CHALLENGE DUTCH FORD WORKS: Dr. B. Hillen—C. Shade (Ford).
CHALLENGE W.S.: Ch. Polis—R. Sevenstern (Bentley).
THE LATE PUBLIC SCHOOLS MOTOR CHALLENGE TROPHY: W. H. Waring (Jaguar).
A.C. OF MONACO CUP: L. Chiron—N. Mahe (Delahaye).
CHALLENGE ANTONY NOGHES: Dr. J. J. Sprenger van Eijk (Vedette).
CHALLENGE ROBERT POOLE: Cte. de Monte Real—M. J. Palma (Ford).
STUART TROPHY: R. F. Ellison—W. H. Robinson (Jowett), K. Wharton—J. D. Sleeman (Ford).
CHALLENGE DE L'ACTION AUTOMOBILE: R. F. Ellison—G. Wilkins—L. Odell (Jowett).
KONINKLIJKE NEDERLANDSCHE AUTOMOBIEL CLUB CUP: Ch. Polis (Bentley).
CHALLENGE OF THE COMMISSION SPORTIVE OF THE A.C. OF PORTUGAL: Cte. de Monte Real—M. J. Palma (Ford).
ROYAL BELGIAN A.C. CUP: J. Feldheim—P. Feldheim (Renault).
ROYAL SCOTTISH A.C. CUP: C. Vard—A. Young (Jaguar).
CHALLENGE SKEEL: O. Heick—R. Leuthold (Ford).





LILLE: (Above) Special competitors parking enclosure in the Grande Place of the French industrial city. Tommy Wise's Jupiter has just come in as other cars are getting ready to leave.

CLP OF THE COMMISSION SPORTIVE OF THE A.C. OF MONACO: L. Chiron (Delahaye).
 BRITISH TRIALS DRIVERS' ASSOCIATION CHALLENGE TROPHY: K. Wharton—J. D. Sleeman (Ford).
 CHALLENGE PRINCE LANZA DI TRABIA: R. Habisreutinger—P. Halter (Bentley).
 RADIO-MONTE CARLO CLP: R. M. Carter—K. E. Carter—P. K. Braid (Humbers).
 A.C. OF NICE AND COTE D'AZUR CLP: M. Wulghé—L. Limousin (Hotchkiss).
 CHALLENGE FRAISSE-DIMEY: J. Rosier—J. Locat—H. Kreisel (Renault).
 CHALLENGE DE LA VIEILLE CLURE: J. Trevoux—R. Crovetto (Delahaye).
 CHALLENGE LE NORD ASSURANCE: Y. Lesur—R. Lambellet—M. Lauga (Simca).
 CHALLENGE SPORTING CLUB OF PORTUGAL: Cte. de Monte Rea (Ford).
 COUPE FLAMINAIRE: Mme. Hustinx—Mme. Francois Sigrand (Peugeot).
 COUPES CIBIE: 1st Cat. J. Trevoux—R. Crovetto (Delahaye). 2nd Cat. R. F. Ellison—W. H. Robinson (Jowett). 3rd Cat. Y. Lesur—L. Pinchinatti

(Simca). 4th Cat. L. J. Rosier—L. C. Rosier (Renault). Coupes des Dames: Mme. Hustinx—Mme. Francois Sigrand (Peugeot).
 COURVOISIER AWARD: J. Trevoux—R. Crovetto (Delahaye).
 VOLANT BREVEZ CLP: M. Gatsomides—A. Th. van Luyk (Sunbeam-Talbot).
 HOUSSES AV AWARD: L. C. Rosier—L. J. Rosier (Renault).
 EXTINGUEURS OB CLP: W. H. Waring—W. H. Wadham (Jaguar).
 L'ECLURIE VERTE CLP: Y. Lesur—L. Pinchinatti (Simca).
 CALCULATEUR ROADTEX AWARD: 1st Cat. J. Trevoux—R. Crovetto (Delahaye). 2nd Cat. R. F. Ellison—W. H. Robinson (Jowett). 3rd Cat. Y. Lesur—L. Pinchinatti (Simca). 4th Cat. L. C. Rosier—J. J. Rosier (Renault). Coupes des Dames: Mme. Hustinx—Mme. Francois Sigrand (Peugeot). Regularite-Vitesse: L. Chiron—N. Mahe (Delahaye).
 CONDRIER CLP: M. Wulghé—L. Limousin (Hotchkiss).
 TYRESOLES CHALLENGE CLP: K. Wharton—J. D. Sleeman (Ford) and R. F. Ellison—W. Robinson (Jupiter).

Concours de Confort

Grand Prix d'Honneur: W. M. Couper—W. H. Eastwood (Bentley).

Special Prize for Monte Carlo Rally Type Coachwork: R. M. Carter—H. Palmore (Bedford); K. E. Carter—W. J. Whitehouse; P. K. Braid—A. C. Wates (all Humber Hawks).

1st Category (over 1,500 c.c.): 1. A. E. Adams—A. W. M. Adams (Daimler). 2. W. H. Waring—W. H. Wadham (Jaguar).

2nd Category (1,100-1,500 c.c.): 1. M. B. Anderson—R. M. Hastie (Hillman Minx). 2. H. S. Shears—C. Dunham (Hillman Minx).

3rd Category (750-1,100 c.c.): 1. F. Schmocker—F. Burger (Fiat). 2. R. W. Melde—S. S. monsson (Saab 900). 3. F. Coppola—D. Scaramella (Fiat).

4th Category (up to 750 c.c.): 1. H. Kriess—P. Perk (Renault). 2. M. and Mrs. Bondorowski (Dyna Panhard).

Radio Monte Carlo Cup: Carter—Carter—Braid (Humbers).

Volant-Brevex Cup: M. Gatsomides—A. Van Luyk (Sunbeam-Talbot).

Cup of O.B. Extinguishers: W. H. Waring—W. H. Wadham (Jaguar).

More Rally pictures in centre pages

RUSSELL
LOWRY'S

NORTHERN LIGHTS

LE RALLYE — ROAD SAFETY — FOG BOUND —
VETERAN RESEARCH—YORKS REVELRY—ODOMETER

IT is good to know that colleague "Bodach" is well on the way to recovery. He very nearly put a stop to the writing of "Northern Lights" this week by lending me his own rare and much-prized edition of Humfrey Symons' *Monte Carlo Rally*, published back in 1936. Until the book is finished, neither work, sleep nor even food have any real attraction, and it is a thousand pities that the work was not better known in its time, for now it is out of print. Certainly I had not heard of it when writing my own humble account of the 1950 Rally.

Goodness knows, the event is no picnic even in the present Year of Grace, but back in the thirties, it was positively Homeric. The courses were much longer and infinitely more arduous, as the Balkan and Eastern European sections involved hundreds of miles where roads did not exist at all; where the natives were quite likely to be hostile, and where wolves were not unknown. Complete strandings were frequent in the middle of these icy wastes, and it is a wonder that nobody died of exposure. About the only compensation I can find is that the time schedule seemed to allow a little more latitude, and every now and again, competitors could spend an hour or two in bed, which is an unheard of luxury at the present time. The schedule also allowed extensive repairs to be made. Spare parts and even spare drivers could be and were whipped out on the Orient Express. Nowadays, if you strike real trouble, you have just about had it.

You will be reading a lot more about the Rally in the present issue. I only wish AUTOSPORT had existed 15 years ago—though I wouldn't have liked to be a reporter!

MORE nonsense is talked about Road Safety than about most subjects. I remember hearing a team of professional sages solemnly recommending the total abolition of brakes, headlamps and horns. Admittedly, all these things can be abused, but motoring would be very exciting without them! The latest development seems to be the "Q" car, manned by disguised policemen. At least one Northern town has been using this system, and has found a great reduction in the accident rate on the particularly nasty stretch of road where it is used. That, at least, is one basic gain. The other fact on which I have definite assurance, is that the "Q" cars have been used solely to deter dangerous practices, and not in any way to lure people into breaking the speed limit. So far so good. The use of the letter "Q" was a psychological error, involving as it did the idea of lurking for quarry behind hidden armaments and persuading victims to "walk into my parlour". The police are a grand bunch of blokes, and many of the

mobile ones are absolutely first-class drivers who could run rings round some of our trials and racing experts. I haven't been to the Advance Driving School at Preston, but know several men who have passed through it with distinction, and have found that a course there opened up an absolutely new field of driving at all speeds and under all conditions. If a man who has been through that school says we are driving badly, then it is pretty certain we were in error, even if we did win the North Tolpuddle Cup last Sunday. Among the bad features of the secret patrol system, must be put the fact that we shall have to drive through towns with one eye on the speedometer and one on the mirror, whereas both should be on the road. The 30 m.p.h. limit can have no fundamental value, as 29 m.p.h. may often be dangerous in a town, just as 50 or more may be perfectly safe. If only we could be sure that all the patrols were first-class drivers, there would be more grounds for confidence in justice being done.

• • •

"NORTHERN LIGHTS" found itself completely fog-bound the other night a hundred miles from home. It was one of those beastly fogs that freezes on the screen. It would choose a night when the electric screen heater wasn't available. There was nothing for it but to admit defeat and to continue the journey next morning. Road conditions deteriorated during the night, but one could see a little bit, though the screen had to remain open. I felt there must be a practical dodge for dealing with the situation, but propping the bonnet open a shade was the only one that could be remembered, and it wouldn't work. Photographer Frankie Penn has since produced the answer, which couldn't be more simple. He found his way home from Buxton by the simple expedient of dipping a rag in his anti-freeze treated radiator and wiping the solution over his screen. No windscreen wiper could be used, and the screen itself was pretty blotchy, but the device worked well for 50 miles or more at a time.



IT is extraordinary how Vintage and Veteran cars keep coming to light. One would have thought that the source would be drying up by now. Bill Ascroft of Liverpool, reports that a friend of his has just discovered a 1912 Iris in almost perfect condition. He called on this office in search of technical information about the car, but unfortunately, our Encyclopædia was away on holiday. People similarly placed may find a solution to their troubles by reference to the library in any major town, as the shelves generally contain bound volumes of the technical press back to the year dot, and the librarians themselves are very helpful souls, who seem to be interested in any bit of research of this kind. The Vintage and Veteran Clubs themselves are, of course, mines of information on these subjects, which is one of the many advantages of membership. Incidentally, a good share of the Northern reporting for AUTOSPORT is done in a very Vintage Alvis. The car has only a single modern fitment, and has only once given trouble on the road. The said modern fitment was the culprit

STEEKERS after rallying points may be interested to know that Llandudno has proved itself very receptive to motoring jollifications, and the towns' officials are most helpful, even providing, on occasion, the necessary equipment for laying out driving tests. As a crowning tribute, I cannot do better than tell the story of a recent Sunday morning. The officials were all set and waiting for the games to commence when a large policeman pedalled round the corner, went up to the Clerk of the Course and asked if everything was all right if there was anything the organizers wanted or anything that he, the policeman, could do. If more towns behaved like this famous Northern resort, life would be both easier and pleasanter.

THINGS are evidently bright and breezy up Yorkshire way. Mick Beardshaw has won the Hallamshire Star for the third time running, and by a handsome margin. A very fine piece of consistent motoring, which should qualify him as a constellation. Tony Aldred was runner-up with Alan Hopkinson in close attendance. It is said that Mick won't be playing this year, so the competition should be hotter than ever. Margaret Hopkinson, who manages to be such an admirable passenger without

looking fierce, or even getting dirty, was also in the news for winning the Elimination Dance with Peter Whitham at the Sheffield and Hallamshire Christmas Party, by outpacing Tony Aldred and crew. Towards the end of this Party, one of the Low Types (name and number have been passed to the War Office and Scotland Yard) was seen stuffing potatoes up exhaust pipes in the car park.

Pleasing touch. At the Sheffield and Hallamshire's very successful Children's Party, Freddy James played the part of Santa Claus. His five-year-old granddaughter was overheard to say, "What a nice Father Christmas, but doesn't he talk like grandpa?"

AMONG the most entertaining and numerous Club publications that circulate these days, is that of the Manchester University Motor Club, which, in the present issue, runs to nine pages of foolscap and includes very informative accounts written at first hand by members who have competed in a wide selection of events, ranging from the Butlin Rally and the Cambridge University Rally, to motor racing in Ireland with all its cheery light-heartedness. These personal experiences will enable readers to form a very good idea of events in which they may feel like competing.

THE "Northern Lights" odometer recorded another 500 miles during a recent week-end, in conditions which varied as widely as the proverbial chalk and cheese. Part of the time was spent footling around the northern industrial fringe looking for satellite towns of which no Borough Surveyor appeared to have heard. Such signposts as existed were generally placed so that they would be obscured by the nearest 'bus stop, or else gave no real indication of the direction in which the particular road was going. In darkness and rain, or mist, when driving by oneself with no one to read a map, this is about the lowest level of motoring. It is also, in my opinion, a real cause of accidents. Local drivers know exactly where they are, and press on regardless, while the unfortunate stranger feels his way about the place causing eddies in the traffic which disturb the whole stream of movement. Once the steady flow is interrupted, bumps become doubly possible. We hear a lot of propaganda about accidents these days, much of it wide of the point. Surely one of the cheapest contributions to safety would be really rational, uniform, marking of roads?

By way of contrast to the above, a nice fine Sunday found me with 300 miles to be done between noon and midnight, with a job of work sandwiched in the middle. The road was well-known or clearly signposted or both, so the distance was knocked off in 400 minutes without wear, tear or hindrance to anybody. Curiously enough, in spite of the beauty of the day, there was practically no traffic about, which strengthened the impression that only housewives, journalists and club officials work on Sunday.



How to Make a Speech

By JOHN

(Including How Not To)

BOLSTER

AT this time of year, when the quack motors are out of action, most of us get involved in an orgy of club dinners. Unfortunately, it is customary for some poor so-and-so to get up and "propose the club", and another unfortunate wight has to respond; then somebody has to toast the guests, one of whom has then to rise and sing for his supper, so to speak.

Theoretically, when one is invited to go and talk at a dinner, one should prepare one's speech well in advance, and then make a few little notes on a card to remind one of the main points. In practice, it doesn't work out like that, because when one gets there, the secretary usually finds that he'd rather you proposed the toast of the guests instead of responding for the club, or something like that. This concerns you, by the way, for everybody has to natter after dinner sooner or later, so you might just as well get ready to suffer.

Rather a jolly thing can happen, because the chap who writes and asks you to come along sometimes forgets to tell you that you're laid on to speak. The first intimation comes when you see your name on the menu, and I know what a shock that is, because it happened to me the other night! My mind immediately went even more blank than usual, and I spent the intervals between courses in scribbling undecipherable remarks on the menu. This was a great waste of the delightful ladies who sat on either side of me, but time was marching on, and I had to have a script, as we say in the B.B.C. (Isn't that right, Mr. Raymond Baxter?)

In all too short a time, I found myself in a vertical position, and it was then that I realized that I had forgotten the name of the club, the toast of which I was proposing. After a moment of absolute panic, I suddenly saw that the title was writ large on the top of the menu, and so I was able to avoid one of the most serious pitfalls.

When the wining and dining season is at its height, it is easy to get involved in some "do" nearly every night of the week, and with several speeches all ready and prepared, it is fatally simple to slide off on to the wrong one. If you do that at a "one make" club's party, lynching is too good for you. Another thing that can happen is when you say how glad you are to see a V.I.P. and his charming wife; she's charming all right, and they're very likely married, but not to each other. I don't mean that you should go up and say, "Excuse me, my lord, but are you supposed to be out with that lady?" but a little tactful enquiry can avoid a lot of embarrassment. Talking of V.I.P.s, you ought to make sure about titles and ranks, because you don't want to call a lieutenant-colonel a lance-corporal, or do you?

A very annoying thing sometimes happens, because you make a most powerful speech, and then resume your seat amidst a horrible hush. It soon dawns on you that, sparkling as your discourse has been, you have entirely forgotten to propose the toast with which you were entrusted, and the diners are left unhappily toying

with their glasses, their wine untasted. It is a shocking anti-climax, but you must again stagger to your feet to do the necessary, and is your face red.

There is a wide divergence of opinion as to whether chaps speak better after a glass or two, or whether they only think they do. It's rather like those famous last words: "I always drive better when I've had a few". I wouldn't know about that, but I am told, on good authority, that though the cup that cheers may bolster up one's confidence, it is very apt to play havoc with one's memory. I would say that enough to stop you feeling nervous is also enough to cloud your intelligence, so you can't have it both ways.

Nervousness is a funny thing, and personally I never know whether it's going to affect me or not. Sometimes I sail through the job without a tremor, but then, the very next night, I may find myself with a serious case of the jitters. It is an unpleasant sensation, to say the least, but experts inform me that it is not natural to be completely at ease, and that one is more likely to excel oneself if one really feels like rushing out of the room in a panic. It is no comfort, I know, but even after you have spoken hundreds of times, you will probably be just as subject to nerves as you were at your first oration.

The biggest fault at motoring dinners is the tendency of speeches to "run on". I really don't see why a toast cannot be proposed perfectly adequately in about three minutes, and any speaker ought to be able to hold his audience for that time. I maintain that this is no occasion for elaborate rhetoric, and those dear old gentlemen, who don't feel that they have done their duty unless they keep booming away for half-an-hour, can ruin the best party. Never forget that the dance floor waits, the band is ready and all the girls and boys want to get out there and have a go.

Another thing that people sometimes forget is to speak loudly enough so that everybody can hear. The gentry at the end of the room have paid for their tickets, too, and it is up to you to give them their money's worth. If you actually look at, and address, the chap furthest away from you, it is pretty certain that you will be making about the right amount of noise. You may feel that you are shouting, but you are not, and it is much rarer nowadays for speakers to produce sufficient volume, because the microphone is so often a mask for weak delivery. Formerly, when even big outdoor meetings had to be addressed without mechanical aids, voice production was really important to the would-be orator.

I hope that these few notes have provided a change from the usual carburettors and chains, and that they may make some of our unwilling speech-makers a little less miserable. Next time you stand up among a sea of boiled shirts, and wish that the floor would open beneath you, be comforted in the thought that the other speakers probably feel proper poorly, too.

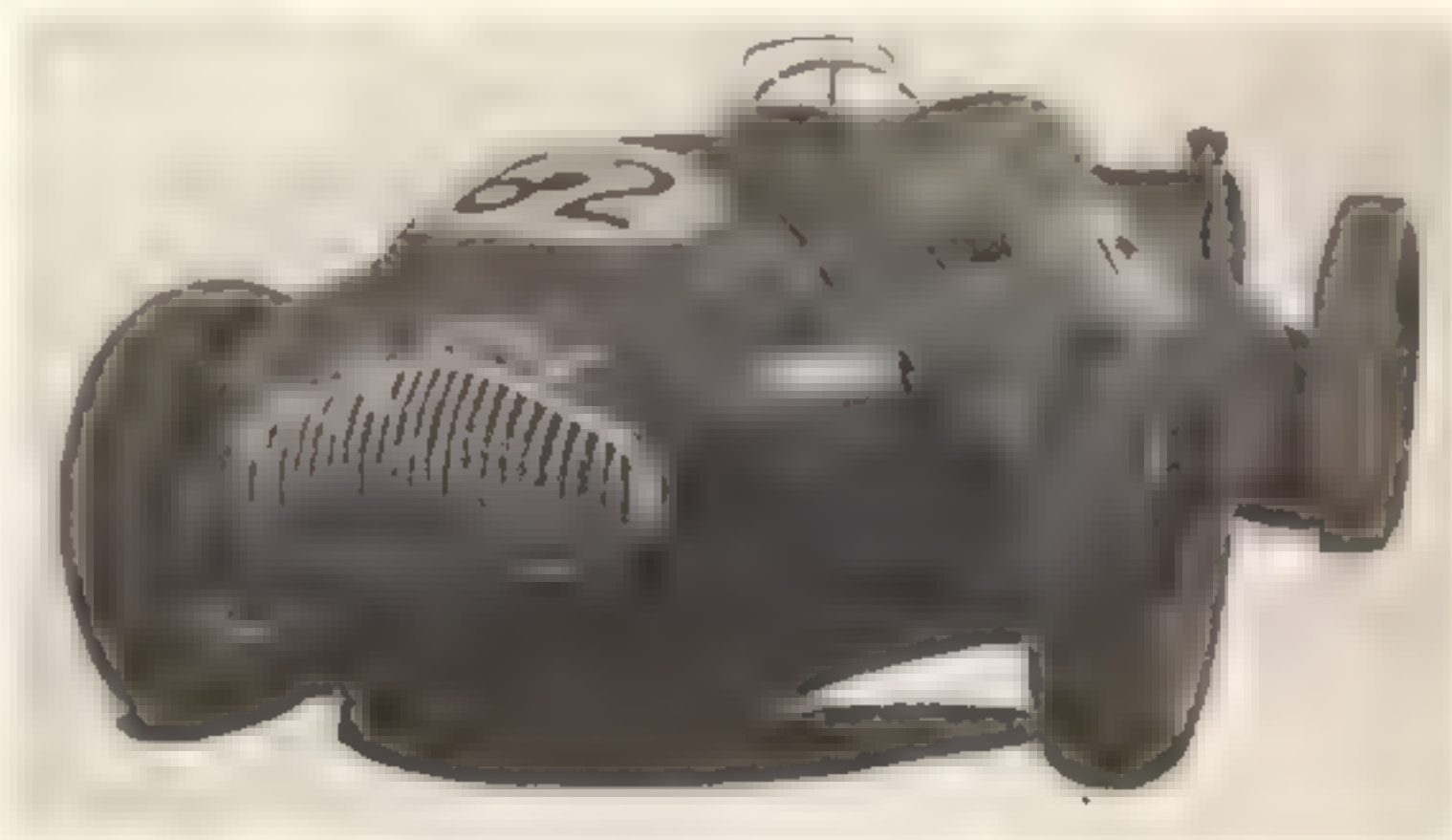
Ulster Hybrids No. 3

By F. Wilson McComb

ON his way home from the U.A.C.'s Knockagh hillclimb in 1948, Belfast engineering student John L. Kearney was smitten with the notion of removing the engine from his 1936 Vauxhall 14 Tourer, "Bloody Mary" (apologies to the other John), and fitting it into an ancient and unrecognizable Bugatti chassis which he happened to possess. However, the difficulties proved insurmountable, so instead he placed it in a chassis built by the redoubtable Tommy Graham, who helps to make Robin Scott's Ford as fast as it is. The basis of this very interesting chassis is a shortened Bedford van frame, carrying the standard Vauxhall torsion-bar layout in front, and Vauxhall helical spring front suspension at the rear, the latter having been turned through 90 degrees to give a trailing arm arrangement. A 4.5 to 1 Ford V-8 crown-wheel and pinion was mounted on the chassis, complete with torque tube, and the drive taken to the back wheels by built-up half-shafts incorporating Dodge sliding pot-type universal joints on the inside, and standard Hardy-Spicers on the outside. The Vauxhall's Lockheed brakes were retained, and the studs were found to take Ford pressed steel wheels nicely. Steering was looked after by a rather complex linkage of Standard parts, giving two and a quarter turns lock to lock.

The six-cylinder, 1,810 c.c. Vauxhall engine, with standard rods, crankshaft, pistons, and camshaft, was fitted with a skimmed Vauxhall 12/6 head, which gave a comp. ratio of $8\frac{1}{2}$ to 1, the valves being modified to take the later-type cotter and stronger springs. The Lucas concern produced a vertical magneto to suit the distributor drive, and three S.U. carburettors were fitted. The whole was mated to an old-type (four-speed) Vauxhall gearbox (the position of which made a remote control unnecessary), through a standard Vauxhall clutch. A V-8 header tank and trough were provided with a built-up core, and, together with the water pump on the engine, formed the cooling system. A framework of $\frac{1}{2}$ in. angle iron and a

JOHN KEARNEY'S VAUXHALL SPECIAL



BORROWED PLUMES. Many readers will recognize the old 4½-litre Emeryson Special's front on Kearney's Vauxhall-engined hybrid

bulkhead in 18 gauge Dural completed the chassis.

The very modern body was mainly provided by W. R. Baird, present owner of the Emeryson and other exciting motor cars. Those who saw the Emeryson in its Formula A form (with 4½-litre Duesenberg engine) at Jersey in 1948, will have no difficulty in recognizing the Vauxhall's front cowl, while the bonnet sides and top come from the same car in its 1,100 c.c. (Rapier-engined) days. The few gaps left by the supply of these parts were quickly filled in with 18 gauge aluminium, and the finishing touch provided by a fearfully pukka tail in the shape of a 30-gallon petrol tank, so rubber-mounted that it quivered in the slightest breeze. Unfortunately some scrutineers objected to this indication of the Vauxhall's cheerful disposition, so it was bolted up solid and cracked in protest.

First event for the Vauxhall Special, which turned the scale at 12 cwt., was the U.A.C.'s hillclimb at Craigantlet last June, where Kearney had the misfortune to run three big-ends in practice the previous evening. By working all night

he and Graham managed to get the car ready in time, but oil had got into the clutch, so no records were broken. This was relined for the 500 M.R.C.I. climb at Cairncastle two weeks later, where the Vauxhall proved her ability by tying for first place on handicap with Robin Scott in his blown Ford. Kearney's time for the exceedingly tricky mile hill being a very satisfactory 1 min. 21 1/5 secs. At Newtownards Airfield in July, he was lapping very well, getting down to 1 min. 30 secs., which compared favourably with Wilkinson's Healey, when a spin on one corner lost him so much time that he retired. An examination of the car immediately afterwards proved this to have been a wise decision, as one of the front suspension arms was found to have come out of its bearing. To make life a little easier for them, hydraulic shock absorbers were fitted for the Leinster Trophy a week later, but while putting up laps in the region of 67 m.p.h., the top hose blew off on the ninth lap, resulting in a cracked cylinder head.

For the Ulster Trophy in August,

(continued overleaf)

a 10-gallon petrol tank was installed and a new tail quickly knocked up. As, just before the race, the new cylinder head was found to be leaking slightly, and a certain well-known compound failed to effect a cure, Tommy Graham came to the rescue with one of his famous "devices". The Vauxhall's A.C. pump having nothing to do, as an S.U. had been fitted, Graham led a supplementary supply to the header

tank from a 5-gallon can in the tail, the water being pumped up by the A.C.! This simple contraption proved successful, and the Vauxhall might well have justified the promise shown by her early form, had not bad luck struck again on the fifth lap, when No. 2 connecting rod left the assembly and went out for a breath of air.

Although the past season has not been outstandingly successful for

Kearney, he is very pleased with the road-holding and braking qualities of this unusual chassis, and for next year intends to fit a Talbot engine—either the "90", which was raced almost untuned in the early thirties, or the 3½-litre "110". Other proposed modifications include an E.N.V. box and improving the rather unwieldy steering linkage, so it looks as if this young man will have a very urgeful vehicle for 1951.

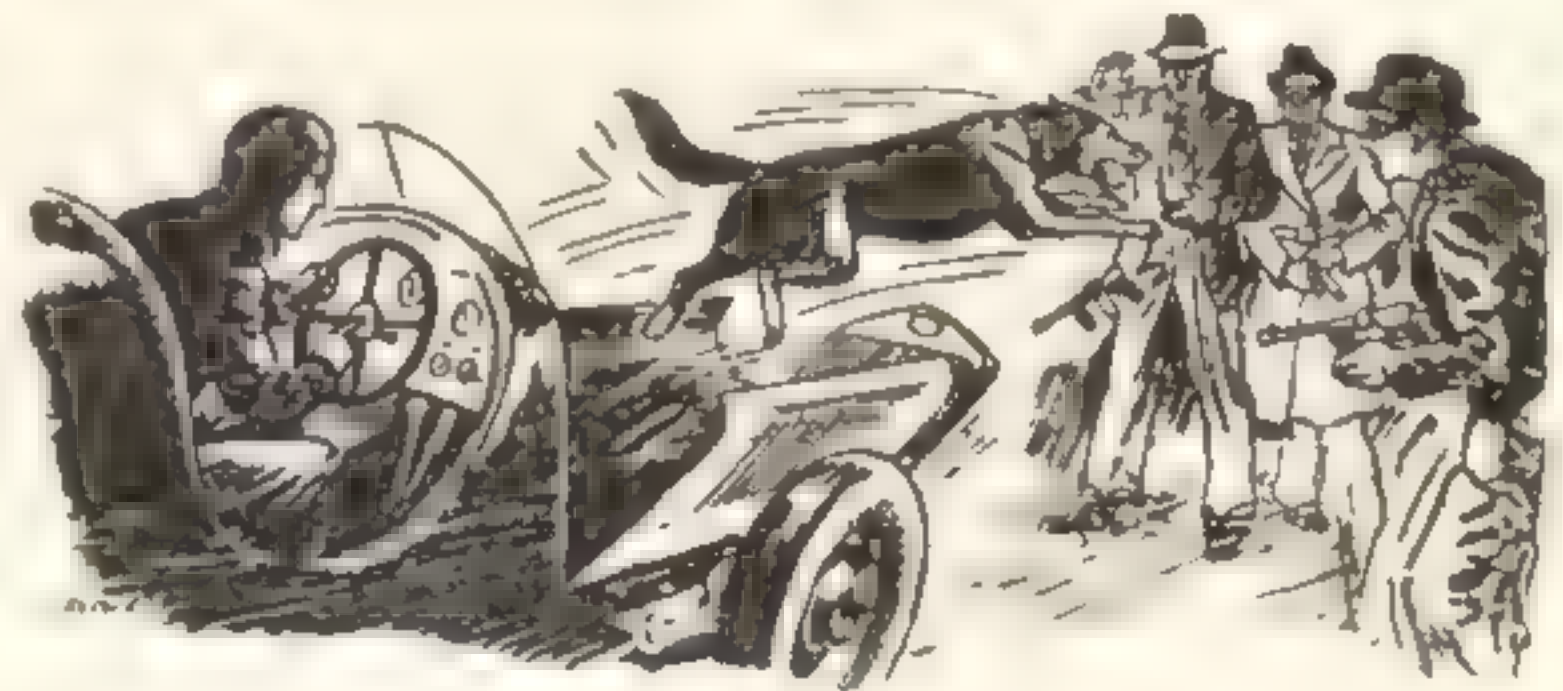
Death Dicing—and How!

Speed and Thrills with the Lid Off—by Courtesy of Daredevil Ace Carew

It was that gaudy cover, standing out amidst the dull dailies, "Dog Lovers' Times" and "Farmers' Weeklies" on the station bookstall that started it. It showed a large, very ugly and unaerodynamic racing car, seating two begoggled figures, hurtling along amid a welter of speed spume. Tied to its front, and surely causing much overheating, is a figure of what appears to be a girl, gazing apprehensively skywards. Dropping towards her (him?) is an alsatian dog strapped to a parachute and carrying in its mouth a nasty looking bomb which obviously is going to fall any second. In the background are a sinister looking aeroplane and a note, written in blood, couched in most unfriendly terms. . . .

Ingredients for a drama? Yessir, with knobs on! Quick, turn the page. Oh dear—another drawing. The helmeted driver is pressing a button on the steering wheel of his racer, the bonnet and sides are simultaneously opening outwards and out springs the alsatian at three masked thugs, whose surprise is such that their variegated ex-W.D. armament drops from their hands.

The car is most worrying—it looks terribly old-fashioned, while if the bonnet has to accommodate both dog and engine then the latter must be very small. John Bolster wouldn't care for the suspension either, which hints vaguely at cart-springs. However, the driver's determined face suggests he is able to cope. Obviously he is Ace Carew, the hero of this amazing



seven-pennyworth, so let us read on.

Our Ace is doing 110 m.p.h. down the Gt. North Road in his "monster racer", "like a streak of burning mercury . . . snaking round other cars and between them on screaming tyres . . . jumping traffic lights . . . swerving around islands on two wheels . . .". In the "trembling reflection" of his mirror the iron-jawed driver "saw a police car screaming along the road in his wake, almost bursting its cylinder heads in an attempt to overtake him". It sounds rather fun, so you can't blame Mr. Carew if "a low, contented laugh rang from his lips".

Ace Carew doesn't do things by halves, and is adequately equipped for racing. He has a private circuit for practising on, a private airfield and a private aeroplane—"a giant blue-grey Dakota, now an ultra modern workshop—a flying race pit—with ramps down its centre to which Ace Carew's famous racer, the Red Bullet, could be anchored dur-

ing flight". And what of his racing record? Well, Luigi Villorosi might be interested to know that those "who had seen his (Ace's) soul-stirring triumph in Britain's first post-war Grand Prix upon the new Silverstone circuit talked in awed whispers of his breath-robbing skids around Maggot's Corner—that graveyard of so many champions' hopes of victory. Ace Carew had laughed mockingly in the face of Death every one of the sixty-five times that he had hurled and skidded his snarling Red Bullet around that nightmare bend".

But there's a sinister plot to seize world power which must be put down. The would-be world dictator, a menacing Dr. Vulcan, has a vast secret stronghold somewhere in the depths of Africa, and has stumbled on a Death Ray which looks just the job to sort out the opposition. However, the inventor, a racing motorist, had the formula

(continued overleaf)

Death Dicing—and How!

—continued

and confided the secret code to his best friend, Ace's father, whereupon Vulcan swooped, managed to punch part of the vital formula, and kidnapped Carew Senior.

The vital code letters are hidden, it seems, on various Grand Prix trophies, but nobody knows which ones (except Pa Carew, who won't talk despite the grisliest of tortures) so of course Dr. Vulcan and Ace are at each other's throats to win every possible G.P. to find out. Ace also seems to be some sort of bigwig in Secret Service, so naturally there's a lot of complicated thugging and slugging thrown in, accompanied by "gun barrels glinting murderously" and "narrowed, hate-filled eyes" but Ace and his men usually outwit the foe. Our hero, let it be said, is a thought too omnipotent and overbearing at times, so perhaps it does no harm his being thrown into an old-fashioned Maltese wine press by some of Vulcan's agents when on his way to Tripoli, and being squeezed well and truly in the messy pulp. One of his faithful aides gets him out of this, however, positively out-Bartoning Dick Barton in ingenuity to do it, and eventually they get to Tripoli in the Dakota, the Red Bullet safely inside.

Circling over the airfield, they are unable to land because of mystery cars getting in the way (Vulcan at work, of course) so the car—sorry, the "giant car"—supported by parachutes—is launched direct on to the circuit with Ace at the wheel, and joins the race just after the starter's flag has fallen. "As he let in his gear Ace threw an anxious glance towards the giant indicator board above the giant grandstand. A satisfied grunt escaped through his gritted teeth . . .". The Tripoli G.P. course seems to have changed somewhat from the old Mellaha one where Mercedes used to do so well. It was now a banked concrete track and "famous drivers from all over Europe and the U.S.A. were meeting today in this gruelling 50-mile battle".

In one row of pits was a new mystery team—"six jet-black monster racers . . . the Vulcan Special team, newcomers to the racing world".

The drivers were silent, square featured men . . . One of them, Otto Kraus, "had been a fervent

Nazi", another, Divo Casparo, "olive-skinned Italian . . . had been reported assassinated . . .". Very sinister, and —you've guessed it—the dirty dogs are out to get the G.P. Trophy by fair means or foul. Casparo specializes in ugly chuckles but Kraus grunts gutturally "if the code word is upon this Trophy then within a month from today the world will be ruled by a race of supermen . . .".

There you have the plot, near enough, but our Ace doesn't let them get away with it, and fouls every low-down trick they try on. He wins the Tripoli G.P., handing out "an endless stream of giant-sized thrills" with his "space annihilating monster," taking the last high-banked turn at 200 m.p.h., wheels banging over the edge, and beating Kraus by a fraction. A Vulcan attempt to grab the Trophy is countered by Ace's men, and three vital code letters are found, also the letters M.C. . . which Carew deduces to mean Monte Carlo, so naturally they go off to race in the Monte Carlo Rally! Before they get there, more bewildering Bartonesque thuggery takes place, but one problem is solved — the dog-accommodating racing car has a secret engine at the back!

The Monte Carlo Rally, fortunately, does a quick change to the famous "nerve-testing Round the Houses Race" but it doesn't seem much like the one we know of, for "the course, forty miles to a lap, wound its way around Monte Carlo in a series of suicide bends and tricky mountain roads". Ace and the Red Bullet soon get to grips with Kraus, who is "chuckling villainously" this time at the thought of the strong acid eating its way into Ace's steering column . . .

Carew takes the lead from Italian veteran Enrico Botari in an Auto-vita, then has a pit stop—"Ace skidded his sweltering monster to a skilful standstill". His pitstaff were soon "pouncing upon her like starving crows on a feast. Her rear tyres were almost red hot . . .". Off again, Ace drives like a fiend, "his jaws more grimly set than ever . . . Down every straight his engine's tuneful roar rose to a high-pitched scream . . . at every bend the screaming whine . . . changed to a vicious snarling, punctuated by the scream-

ing slither of skidding wheels". Boy! Then Vulcan's crooks unload drums of explosive in front of Ace just when his steering goes, but he wins just the same and the villain-driver Casparo is hoist by his master's petard and meets a gory end.

An interval for more really sooper-doooper thuggery, featuring paralysing gases, faked-up Red Bullets bearing time bombs, that miraculous alsatian dog, and whatnot, and then we come to Silverstone for the British G.P.—or maybe it was a prize cattle show? "The monsters were being pushed, snorting, reluctant, straining, into their places . . .". The beasts are calmed, however, and spurred to action by the Union Jack flashing down, and 60 lynx-eyed drivers embark on "three and a half hours of ceaseless thrills . . . 'Ere long an engine here and there began to crack under the strain, with a big end packing up or an oil or petrol tank leaking its life-blood on to the concrete". Sometimes "the gunfire stutter of conking engines could be heard . . .". Our Ace made some record pit stops and cheers "thundered up . . . whenever the Red Bullet rattled off again . . .". He takes the lead, he increases it . . . he wins!—"it was a day of triumph for a British-made car with a true-blue Britisher at its steering wheel. Ace Carew had won for Britain the highest honours on the race-track—and for the World the last three letters of the vital Death Ray code word".

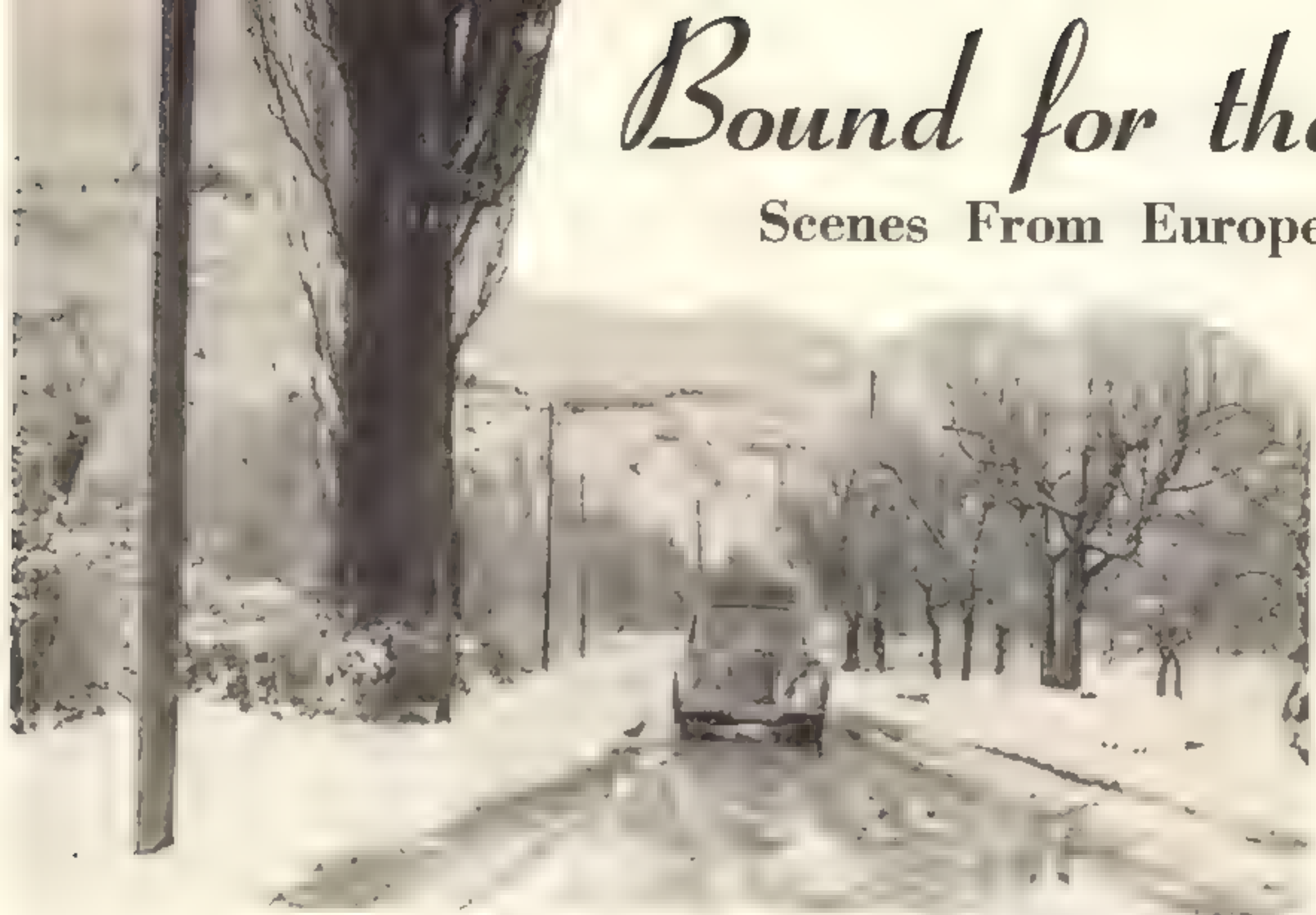
Ace doesn't hang around for the laurels but dashes off to Vulcan's secret hideout close by to rescue his father from further tortures. Dr. Vulcan and his bad lads meet a sticky end when the Dakota, which they had swiped to fly back to their African H.Q., blows up, so everything in the garden is lovely. It would be nice to record that Ace married the girl tied to the front of his Red Bullet, but "she" turned out to be his cherubic boy helper, Midge.

But it's no good B.R.M. going after Carew as a G.P. driver—there is a little note at the bottom of page one of this dynamic work which says "All characters in this story are fictitious". Even so, any juvenile reader who subsequently goes to Silverstone might be slightly disappointed.

C.P.

Bound for the

Scenes From Europe's



ROAD TO THE SUN : R. Habureutinger's 4½-litre Bentley amid the snow and slush near Gap

TATRA (Right) The Czechoslovakian 2 litre aerodynamic Tatra saloon driven by the Swedes, C. F. and H. C. Ekman, from Stockholm

TRIALS DRIVER (Below) Walv Waring with his Jaguar saloon during the final speed-regularity test on the Monaco G.P. circuit



Mediterranean

at International Rally



VETERAN: The famous Rally driver Vasselle takes his Hotchkiss saloon through snow-covered country en route to Digne

THE LADIES (Right) Mrs. F. S. Cunningham, Parker, Max Van Dam and Mrs. F. H. Weston stopped at Lisle. (Below) Mrs. Greta M. Van Dam seen in her Swedish SAAB at the Paris control



Correspondence

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

"Hurg" versus TD

I HAVE read the article published on 12th January, 1951, "Hurg" versus TD Midget by "Alpine Widow" and would like to draw attention to the paragraph regarding the T.T. at Dundrod in September last.

In defence of the four privately entered M.G.s, I would like to point out that only one of these, a TC, had a compression ratio equal to that of Thornley's TDs, the others being considerably lower and so before the starting flag fell these other cars stood no chance at all against Thornley's team whose cars, I agree, were again handled in masterly fashion by Jacobs, Phillips and Lund.

I cannot however agree that the H.R.G.s equally decisively defeated the privately entered M.G.s, as stated by "Alpine Widow", and in proof I would refer to page 190 in *AUTOSPORT*, 29th September, 1950, where the Tourist Trophy Confirmed Results are published. In these it will be seen in the percentage column, the official method of determining placings in this race, that two of the privately entered M.G.s finished ahead of one of the H.R.G.s. It may also be interesting to some readers to know that at the end of one hour one of the TCs was ahead of the two remaining H.R.G.s and at the end of 14 laps even with a sipping clutch, it was still ahead of one H.R.G. and only 1 min 11 secs behind the other. This TC continued to the end of the three hours in the same state and yet managed to hold off the second H.R.G.

Therefore I cannot agree with "Alpine Widow" that the privately entered M.G.s are no match for the H.R.G.s and I would also like to add that Thornley's team in the T.T. had no M.G. opposition as at the time of the race the TD Stage (I) could not be freely obtained in G.B. or Eire.

"T. FLACK"

DI. 21. 51.

TC versus TD

I READ with some interest Miss Betty Haig's letter in your issue of 26th January, 1951, and, whilst I hesitate to cross nibs with so eminent an Alpine expert on matters of opinion, I do so with some confidence on matters of fact, or "record".

My previous arguments were based solely upon 1951 performances, and in that year's events, as detailed, the TC was not a match for the TD.

Miss Haig, however, using as a datum her own brilliant climbs on the Stelvio and the Vars in the 1949 Alpine Trial is apparently attempting to prove that her TC, if competing in 1950, would have been much faster than the TDs. Even if Miss Haig's figures related to exactly similar climbs, which they do not, I am doubtful of the validity of such an argument.

Still, for what it is worth, let us examine her theory a little more accurately.

Although both in 1949 and 1950 there were timed climbs on the Col du Stelvio and on the Col du Var, they were not over the same stretches of the Cols in both years. On this premise, the only true datum can be the performances of cars which ran in both years. In 1949, Richmond's H.R.G. took the class climb on the Stelvio in 9.07, the runner-up being Gott's H.R.G. in 9.08; in 1950, the positions were reversed, Gott climbing

in 10.21 1/5, Richmond in 10.22 1/5 making no allowance for drivers, it would be fair to say that in 1950, the Stelvio climb, which was nearer the top of the Col, was 1.14 slower than in 1949. Adding this to Miss Haig's 1949 time, makes it a lot nearer the best TD's time than Miss Haig would have your readers believe!

On the Col du Var climb, the position is even more peculiar. In 1949, Gott's H.R.G. took this in 7.29 3/5, as against Miss Haig's 7.31 in 1950, with a lighter body, and an engine developing two more b.h.p., he again took it in 7.37 1/5, a lot slower time.

Finally, as we are continuing Miss Haig's "tiresome argument", and drawing inferences from 1949 and 1950 performances in the Alpine Trial, I would make the following observation. The 1950 course included all the most difficult sections of the 1949 course, but was, in the opinion of those who competed in both years, not only longer, but more difficult. In 1949, Miss Haig's TC won the class with 200 penalization points. In 1950 Ken's TD repeated the win with only 110 penalization points. In view of Miss Haig's known capabilities over this type of course, the TD would appear to be the better Alpine car.

However, the only way to settle this theorizing is for Miss Haig to compete in 1951 with a TC, in which case the TDs will definitely have to look to their laurels!

"ALPINE WIDOW"

YOUTH MEMMS, NR. BARNET.

The B.R.M.

THE news item "B.R.M. 'At Home'" in your issue of 19th January left unanswered the question everyone wants answered. Perhaps this omission was intentional, but I do feel that the future plans should be given some publicity.

If the B.R.M.T. is going to be in a position to put two or more cars on the track this year, let us know about it and kill rumours. If, however, the B.R.M.T. is up the financial creek without a paddle then all the more reason for letting us know, as we may well be able to do something about it and on a bigger scale than the odd 5s. or 10s. that many of us have lobbed out already.

In time of crisis I for one could find the odd quidlet or perhaps two to help along and so, I am sure, can many more believers in this great car, because she must not be allowed to fail, but if we don't know the position is really serious—which I hope it isn't—we don't sub up.

P. DENDY.

ROXWELL, NR. CHELMSFORD, ESSEX.

A statement regarding the B.R.M. appears in this issue.—ED.

Trials, Cars and Trailers

IN connection with the R.A.C.'s Annual Meeting of the Clubs, with all due deference to my good friends of the Kentish Border C.C. I cannot see that the proposed regulation that cars be driven from at least one mile to the start will prove anything at all. Any car which can be driven even a short distance up an observed section can obviously be motored perfectly adequately over one or 10 miles of hard road, or for that matter over 100 miles. If the driver knows his car and suits his speed to his knowledge of its handling characteristics, his travel to the starting point could be perfectly safe, in actual fact even if his vehicle had almost the fore-and-aft stability of a motorized one-wheel bicycle. I feel this regulation, if introduced, will be nothing more than a classic example of a regulation for regulation's sake. All it will do will be to make the trailer-using entrants, with whom I have every sympathy, stop at the nearest pub or garage with

a parking ground which is one mile or more before the official starting point.

Just what will that achieve? Merely, I think, one extra (untimed) mile to a route, which will presumably already ensure 20 to 120 miles of hard-road running, for those entrants who do not court unnecessary discomfort.

The modern type of trial, and particularly many of the kinds of special tests now favoured, are definitely potential disrupters of one's transmission and, at times, one's chassis in general. I fail to see any justification for penalizing any entrant who does not positively like anticipating being stranded many miles from his home on a possibly wet unpleasant Saturday or Sunday night. If the use of trailers or other carrying vehicles should be barred by regulations, the entrant who is sufficiently thoughtful to realize that the promoting club may use sections which might cause damage sufficient to prevent him returning to his home in his own car is going to be faced with the alternatives of:—

- (a) an uneasy mind throughout the day (subtle undercover penalization, this, and probably not envisaged at all as yet by the trailer-banners);
- (b) suborning the wife or a friend to come along in another motor car as a private get-you-home service if anything happens;
- (c) ensuring that some Good Samaritan in pal is organized before the start to wait for him at the finish and, if necessary, go and search for him over many miles of trials course in almost certain complete darkness.

No! Trailing or towing a trials car to and from an event has nothing but common sense behind it for those who can afford to do it and the present storm in a doll's thumb is all very unnecessary. I seldom compete myself these days but I have seen more trials since 1929 than most people. When I do compete I drive my slightly spartan near-vintage vehicle from-and-to my doorstep (breakages permitting) and usually manage to include any convivial gathering in either the Dog and Duck or the Hotel Plaza Metropole Splendide that may be decided upon by the organizers, at the cost of a cold wet midnightish run home if necessary. Thus, I do hope that I may be considered suitably unbiased by all my friends in both camps. But, in the unpleasant conditions envisaged above, and more than probably with a car wet inside as well as out by the all too frequent waits at the bottom of observed sections, the man to whom it might happen frequently would be, I submit, every kind of a fool if he did not ever wish he was in a dryer and warmer vehicle with the faithful trials motor toddling along behind.

JAMES BRYMER

CHIDDINGLY, NR. LEWES, SUSSEX.

America's "Hot Rods"

Your issue of 29th December has just arrived, hence the tardiness of this note, but Everard Boyd's article "Fireballs and Hot-Irons" requires comment.

I am a sports car and veteran car man myself, so I make no claim to being an expert on hot rods. But I would like to take strong exception to the author's statement that the promised renaissance of road racing here is in any way based on hot rods, past or present. The principal sponsor of such races here, the Sports Car Club of America, has found hot rods quite unsuitable for road races, principally because, to date at least, their road holding and brakes have been inadequate for the purpose. Doubtless this will be rectified, but in the meanwhile the hot rods' chief field of endeavour remains in the field of timed straightaway sprints.

P. S. DE BEAUMONT,
NORTH STONINGTON, CONN., U.S.A.

The Lockhart Story

THE recent annihilation of the Army on the subject of chain drive is sufficient to cause most of us to exercise more than a modicum of caution when taking up John Bolster on any particular point in his articles, but I feel, however, that the flush of victory has permitted one or two errors to creep into his otherwise admirable articles on the late Frank Lockhart.

I think John is incorrect when he credits Keech with the record of 207.55 m.p.h. during the week following Lockhart's death on 15th March, 1928. Keech established this figure on 22nd April and it was during his attempt three days later on 25th April, that Lockhart met his death. The 203.45 m.p.h. was achieved on his third run, and not on the occasion of his earlier sensational crash in February, when a speed a shade under 202 m.p.h. was recorded. The cause of the disaster on the fourth and fatal run was officially announced as being due to a burst rear tyre.

I am glad John pays such tribute to the young American's "guts". The condition of the beach at Daytona could not have been worse on both occasions. Rain and cross-wind undoubtedly played their part in the first crash, while ruts, in many places some 2 ins. in depth, ran up the course on the day of the tragedy.

DR. JOSEPH BAYLEY

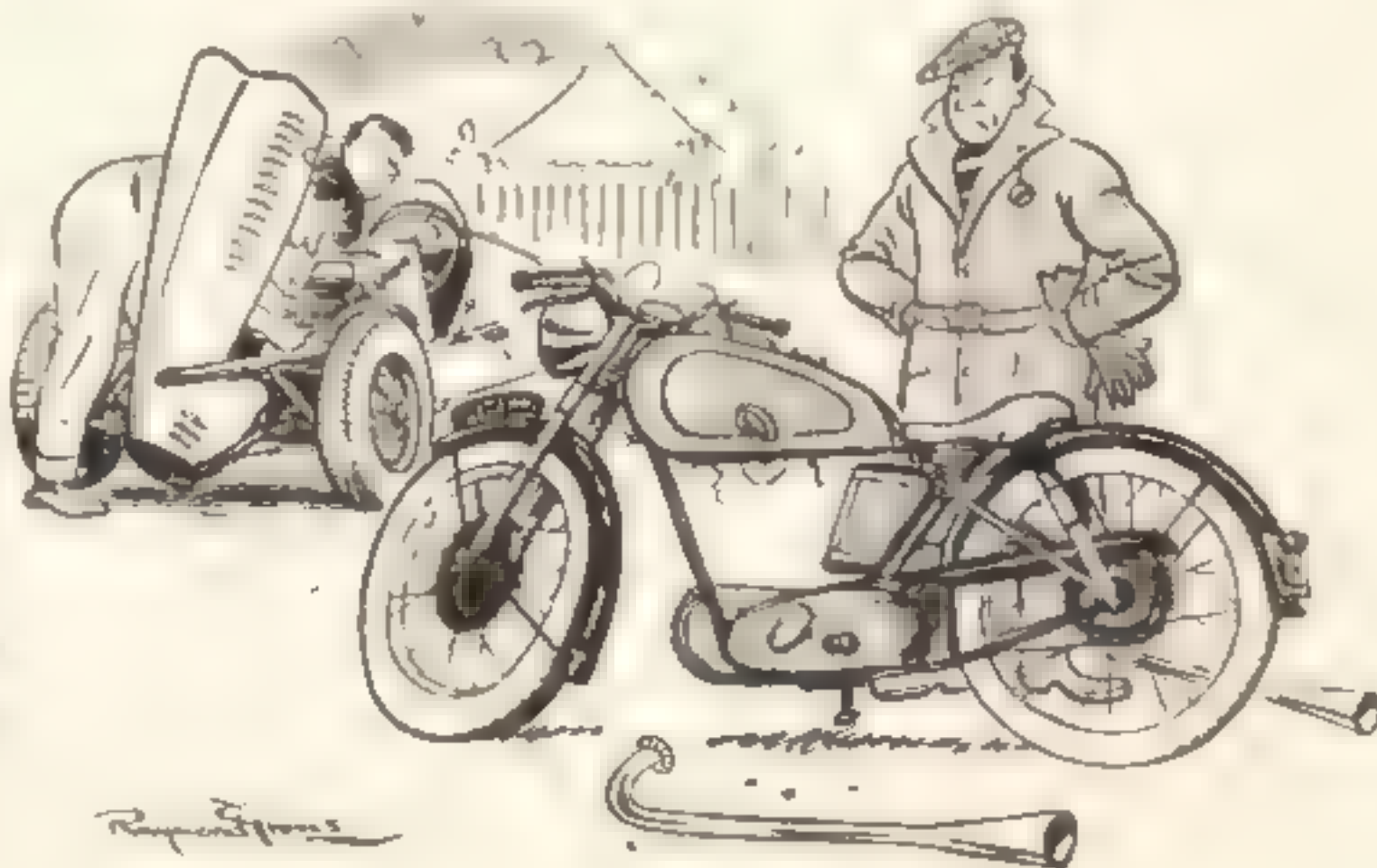
EAST MALLING, KENT

Mercedes-Benz Enigma

I SEE in a recent issue of AUTOSPORT and also in other motoring journals that three Mercedes-Benz cars are being sent to South America for the *formule libre* races there. It was stated that these were of the W.163, 2.96 litre types used in 1939. However, in a recent West End news theatre, a short scene of a Mercedes-Benz being tested, apparently at the Nurburg Ring in very wintry conditions, according to the dialogue was a newly built car and was being sent to South America to race there. The point is, however, that the car shown had the type W.125 1937 type body with two circular ducts on either side of the main cooling orifice. If this is the old body type, why is it used on the last G.P. Merca. to be made. Unless, of course, it is a new 2 litre Merca. M. B. NORMAN

PITNEY, S.W.15

(Possibly the car featured was one of the pre-war experimental types being tried out. Mercedes-Benz habitually produced prototypes of their various 8 and 12 cylinder G.P. cars, which would reappear subsequently with modified noses and bodywork for the season's races—ED.)



News from the Clubs

BOGNOR QUIZ

THE New Aldwick Club was the scene of a Motoring Quiz, with a Bognor Regis Motor Club team opposing a team of the local Mobile Police on Thursday, 25th January. The Police entered splendidly into the spirit of things and a terrific battle ensued, B.R.M.C. emerging as winners by a narrow margin.

The Quiz was followed by an exhibition snooker match and a dance.

The Club needs a few more "active" members and the Hon. Secretary will be glad to despatch applications. His address is 42 Sudley Road, Bognor Regis.

* * *

NOTTINGHAM FILM SHOW

MR. D. TRUMAN very kindly allowed his private theatre to be used by the Nottingham S.C.C. for the showing of a selection of motor racing films on 17th January, the subjects ranging from Silverstone events to pictures of American "Hot Rods" in action.

The original schedule of one night had to be extended to three nights owing to demand for seats. Afterwards there was free beer and Mr. Truman's XK 120 was available for inspection. The Club's sincere thanks are extended to him for his generosity.

Raymond Mays gave a talk on the B.R.M. in connection with Messrs. Brooks Motors film and car show. The necessity of obtaining funds for the future was stressed and the car's failures were frankly explained. Mays stressed his faith in the car's future. Many questions were asked by members, and these were most patiently answered in detail. The 2-litre "D" type E.R.A. was on view.

The Club announces two forthcoming events, "First Thursday" meeting, 1st February, "Admiral Rodney", Wollerton Pilkington Trophy Trial, 25th February. (Regs. to be announced)

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

HAGLEY AND DISTRICT L.C.C.

THE Annual Dinner Dance and Prize Distribution will take place at the Queen Mary Ballroom, Dudley Zoo, on Friday, 2nd March. It will be remembered that the Hagley Party in December was a particularly cheerful occasion, and no doubt the March gathering will be equally joyful. The Club's Social Secretary is J. W. Cox, of Newborough House, Newborough Road, Shirley, Nr. Birmingham.

* * *

THE B.A.R.C.'s A.G.M.

THE well-attended Annual General Meeting of the British Automobile Racing Club took place at the R.A.C. on 25th January, 1951. The General Secretary was able to state that membership stood at 3,707, the highest figure ever recorded in the Club's history, and that the Club's very heavy 1950 programme had been one of the most successful ever. During the course of the meeting, His Grace the Duke of Richmond and Gordon was unanimously re-elected President of the Club. For the Club Council, there were 22 nominations and 18 vacancies, and as a result of a ballot, the 18 members of the 1950 Council were re-elected. They are:—Messrs. B. H. Austin, A. G. Benstead, L. F. Dyer, E. C. Gordon England, H. B. Everard, C. B. Follet, A. Frazer-Nash, H. R. Godfrey, A. Logette, Prof. A. M. Low, P. B. Mayne, J. Gordon Olford, G. Roberts, R. G. Sutherland, E. H. Tustin, W. Urquhart-Dykes, C. S. Watkinson and L. H. White. Major F. H. Bale was re-elected Hon. General Treasurer and Mr. A. Logette, Hon. Legal Adviser.

BLACKPOOL AND FYLDE M.C.

IN addition to the popular Welsh Trial, the Blackpool Club have an ambitious programme for the year, including a competitive event each month from now to December. On 18th February, the West Riding Trial for the Atkin Trophy will be held in Yorkshire. On 18th March there will be a Treasure Hunt in the Fylde area for the Sturup Trophy, and on 15th April, a Spring Trial will be run in Lancashire and Yorkshire. It is also hoped to arrange a Blackpool Rally during the early part of May on a national basis. The other events will be detailed in AUTOSPORT's Calendar, and particulars are available from Edward B. Blyth, Hon. Secretary, of "Lyndale", 22 Dickson Road, Blackpool.

* * *

PETERBOROUGH NIGHT RALLY

THE Peterborough M.C. are holding a Night Navigation Rally on 17th-18th February, this event replacing the Trial which they originally had planned for 3rd March. The Rally will take the usual form of that run by Southern Country Clubs under the "Holland Birkett" system with six-figure map references as the clue to the location of checks, etc.

The start (at 10.30 p.m.) and finish will be at "The Fountain" on A5, about three miles north of Blechley, and the course will be a little over 100 miles in length. Invited Clubs are Vintage, Sunbac, Hants and Berks, Sporting Owners, Leicestershire and Nottingham, also, it is hoped, the newly formed Northampton M.C.

* * *

FURNESS DISTRICT M.C.

THE first Car Trial of the year will be held on Sunday, 18th February, followed by the Towers Leck Trial on 18th March. The Hon. Sports Sec. is Stan. Powell, 41 Roberts Street, Barrow-in-Furness.

B.T.D.A. Plans for this Season

Gold Star Competition for Trials—

Star Also Offered for Rallies.

DENIS FLATHER, Hon. Sec. of the B.T.D.A., informs us that the Committee have fixed upon the following list of Trials as eligible for the 1951 Gold Star Competition. This is subject to the clubs concerned agreeing to carry out the R.A.C. tests for differentials:—

Hagley & District L.C.C., Clee Ho Trial, Southsea Motor Club, Presidents Trophy Trial, Sunbac, Cotmore Trophy Trial, Yorkshire S.C.C., 4 44 Trophy Trial, M.G.C.C. North West Centre, Cockshoot Trophy Trial; Lancashire & Cheshire C.C., Derbyshire Sporting Trial; Plymouth M.C., 200 Challenge Trophy; Lancashire & Cheshire C.C., Davis Trophy Trial; Taunton M.C., Allen Trophy Trial; West Hants & Dorset, Knott Cup Trial; Cheltenham M.C., Cheltenham Trial; M.C.C., Sporting Trial, Sheffield & Hallamshire M.C., High Peak Trial, Maidstone & Mid Kent, Bossum Trophy Trial, Harrow Car Club, Cottingham Memorial Trial, Kentish Border C.C., Team North, West London M.C., Gloucester Trial, Bristol M.C., Roy Fedden Trial.

Following discussion at the Annual General Meeting in Buxton, the Committee have also considered the question of a Rally Star, and have decided to offer a suitable trophy and souvenir award for the winner

and runner-up in a competition to be based on one British International and three National Rallies, which will be run during 1951, as follows:—

M.C.C. 1,000 Mile Rally, Date not yet fixed, R.S.A.C. Scottish Rally, 14th to 18th May; Lancashire Automobile Club Rally—Morecambe, 25th to 27th May; Rally of Great Britain, 4th to 9th June.

Marking will be similar to that used for the Trials Star which is the allotment of marks up to a maximum according to the position of the member in the final results of each Rally. The three best positions scored will count. The same card will have to be used in each of the Rallies, and the vehicle must be the *bona fide* property of the driver. Full details regarding this new competition will be available from the Hon. Sec. when he returns from abroad in about two months' time. Members wishing to enter in any of the above Rallies should not count on the B.T.D.A. for any assistance in obtaining places, as the Association regret they can do nothing about this.

THE PLYMOUTH CLUB'S MANOR TROPHY TRIAL

THE Plymouth Motor Club's 1951 programme opened on Sunday, 28th January, with the "Manor Trophy Trial" for standard production cars. Course plotting and navigation, on given compass bearings required competitors to find six river bridges, within a 10-mile radius of the starting point at Yealmpton, and in one and a half hours—the time allowed—it was no easy task from all the many bridges in the area to discover those selected by the trials committee. Speedometer readings were taken at the start and the shortest distance to the lunch break at Loddiswell counted for marks. In spite of hard thinking and many calculations, D. Hussell, the winner of the Trophy, was the only driver to visit all the bridges.

The afternoon course included Woodleigh, Flear Mill and Alston Wash, observed, with two special tests to decide ties. Glorious sunshine added greatly to the enjoyment of the run through the Devon lanes and a very happy party sat down to a sumptuous tea at "The Queens Arms", Slapton—a popular rendezvous. After tea Mr. H. Beare assisted by Mrs. Beare arranged a "20 Questions" hour, the ladies of the Club easily beating the male members.

RESULTS

The Manor Trophy: D. Hussell, Vauxhall 14 (88 marks)

P.M.C. Cup: R. H. Ham, Hillman Minx (74 marks)

P.M.C. Novice Award: R. Roberts, Ford 8 (74 marks)

BIRKENHEAD DINNER

The Wirral 100 M.C.'s "Annual"

THE Wirral 100 M.C. Dinner and Dance was held at the Kingsland Restaurant, Birkenhead, on 26th January, a goodly company of over 200 attending. The Club maintained its tradition of "no speeches", but after dinner the premier awards were charmingly presented by Mrs. Lewis Jones, wife of the President.

Among the prizes won by car members was the award to Mervyn Kearon, the Merseyside Cooper exponent, for winning the Pursuit Race

(continued overleaf)



EMERGENCY: G. B. Taylor's SS 90, followed by Mike Couper's Monte Carlo Rally Bentley, approaches the Liverpool check from the Mersey Tunnel, in the recent Blackpool and Fylde M.C. Rally.

News from the Clubs—cont.

at Rhydymwyn during last summer. Peter Reece, unfortunately, was absent, due to Monte Carlo business, and his award for winning the 1,500 c.c. Sports Car Class at Rhydymwyn with his H.R.G. was collected by Miss Joan Brown.

Following the prize distribution, the guests split into two parties, some to view the first showing of the Club's film of their sporting activities during the past year, and others to dance and "natter" round the bar.

THE WHITE ROSE TRIAL

THE Yorkshire Sports Car Club's White Rose Trial was run under trying weather conditions last weekend, snow, ice, rain and the cold adding to the hazards of the course. There were 28 starters. Results were as follows:—

White Rose Trophy (Best Performance), Gordon Mosby (Ford).
Opposite Class, G. Wood.
First Class Awards, T. C. Harrison (Hartford), A. D. Aldred (Ford), Miss D. Corbishley (C.C.S.).
Team Award, West Riders (T. C. Harrison, G. P. Mosby, M. Wilde).

PLYMOUTH DINNER

SPIRITS ran high at the best ever Annual dinner-dance at the Continental Hotel on 18th January.

The President, Sir Clifford Tozer, was accompanied by Lady Tozer who presented a truly amazing array of trophies. In his speech, the President remarked, "that although in the past the City Fathers had turned a deaf ear to the Club's requests to stage some of their events in the City, he felt the 'Festival of Britain' was an occasion when they could and should be allowed to play an important part in the celebrations." In this he was supported by Councillor H. L. Trebilevek toasting the Club. On the eve of departure, Chairman G. H. Turnbull, with co-drivers W. A. R. Harper and P. W. Weeks, were speeded on their way with good wishes and congratulations on their selection for the Monte Carlo. With an excellent dinner, dancing and a gift to all the ladies present, time passed all too quickly and a m. found members and friends already talking of next year.

THE RILEY CLUB'S WINTER RALLY

THE Members' Winter Rally organized by the Riley M.C. (London Centre) takes place on 17th February next. The start is at Messrs. Gavin Fairfax Ltd., Virginia Water, and the finish at Berystede Hotel, Ascot.

Entry fees (one guinea) should be sent to the Hon. Trials Sec., R. C. Porter, 159 163 Castelnau, Barnes, S.W.13. Dinner and presentation of prizes will follow in the evening at the Berystede Hotel, Ascot.

The route will be about 60-65 miles through some of the prettiest and quietest roads in Surrey and the Hants border, and the organizers look forward to a record entry.

THIS YEAR'S LEINSTER TROPHY RACE

THE Leinster Trophy International meeting will be run on 21st July next over 15 laps of the Wicklow Circuit of 8.34 miles. It will include a Formula Free Scratch Race, a Sports Car Scratch Race and a Handicap. It is a trade supported event enjoying the usual privileges of free supplies, bonuses, etc. The lap record for this circuit, which is a succession of fast curves with only three slow corners, stands to the credit of R. Baird's Meteorite at 80.28 m.p.h.

Regulations will be available in a short time but British drivers who intend to compete are advised to write the Leinster Motor Club at 27 South William Street, Dublin, as soon as possible as shipping space for cars in mid-July may be difficult to get.

MID-CHESHIRE C.C. ANNUAL DANCE

THE first Annual Dance will take place at the Lodge Hall, Oulton Park, near Tarporley on 16th February. Time 8 p.m. to 1 a.m. A buffet supper will be provided, and, of course, the usual licensed bar. Evening dress will be worn, and tickets are 10/6d. each. The Hon. Sec. of the club is R. B. Dawson, 'Greenfield', 215 Chester Road, Hartford, Northwich, and applications should be made not later than 9th February. All club members, families and friends are very cordially invited to attend.

RILEY M.C. (N.W.) AGENDA

THE North-West Centre programme has recently become available in compact printed form. This shows that the Annual General Meeting will take place at the Kilton Inn, Hoo Green. Among competitive events, there will be a Speed Trial at Queensferry on 8th April, and a Route Finding Competition in the Cheshire and Derbyshire areas on 2nd June, and a Rally in the Lake District, based on Keswick, on 3-4th November. Social interests will be looked after by a Dinner and Film Show on 4th October. The Circus-Supper Party took place recently. This year's Dinner Dance will, paradoxically enough take place next year, no accommodation being available in November and December 1951.

NORTH MIDLAND M.C. 1951 FIXTURES

THE North Midland Motor Club's fixture list for 1951 is as follows:—

25th February, Kitching Trophy Trial
 29th April, Social Event; 10th June Combined Main Road and Test Trial
 22nd July, Event to be announced later; 9th September, Test Trial; 28th October, Hopkinson Cup Trial (Semi-Sporting); 2nd December, Autumn Sporting Trial.

Additional events may be included, in which case notice will be given in the club's monthly News Letter. Invitations received from other clubs will also be notified by the same means. The Annual Dinner Dance and Distribution of Awards will take place in March, but the date has not yet been finally fixed. The Annual General Meeting is scheduled for 19th March. In the meantime, the usual meetings on the first Monday of each month will continue, and anybody wishing to volunteer to run an event, either of a competitive or social nature, will be warmly welcomed by the Committee.

NOTTINGHAM S.C.C. "ANNUAL"

THE third Annual Dinner-Dance and Trophy Presentation of the Nottingham S.C.C. was held on 26th January at the George Hotel, Nottingham. The attendance was limited by hotel capacity to 150, although more than double that number applied for tickets.

Mrs. Eileen Crossley, wife of Geoffrey (Alta) Crossley, kindly consented to present the awards in the unavoidable absence of Reg Parnell. During the evening a pair of overalls (colour "Bira" blue) were raffled, the winner, Dennis Richardson, using them for dancing!

Trophy winners included E. H. Ashton, whose "Ashford" car won at Gamston. Dennis Richardson, Mrs. Nancy Binns, who has scored some splendid successes with her Riley "Sprite", David Hampshire, Reg. Parnell and Gillie Tyrer.

* * *

A CHEERY CHILTERNs

The M.G. (S.E.) Car Club's
"Annual"

LAST year the M.G. Car Club's main sporting event in the South-East, the Chilterns Trial, was almost washed away by torrents of rain. Competitors and officials were still talking about it as they gathered at the Nashleigh Garage, Chesham for this year's event. Fortunately, the Weather Man had decided to make amends, and an almost spring-like sun beamed upon last Sunday's assembly. A notably large entry of 45 had been received, covering every type of car from saloons to Specials great and small, and a very satisfactory infusion of new blood was shown by the number of people eligible for the Novices Award.

The route led straight to the first observed section at Bellingdon, and thence to the Stopper, which on former occasions has more than lived up to its name, but this time showed a little mercy under the influence of a hardening overnight frost. By the time Shillingridge Wood was reached, a spot of delay was beginning to build up, but this never got out of hand. The Wood itself falls into two sections, a lower winding stretch with trees and stumps lurking for the unwary, and an upper section of deeply rutted leafmould. John Thornley himself remarked that the hill was just about as ill-suited to M.G.s as anything could be, so the Club was being big-hearted in including it. Anyhow, Christmas's Cream Cracker M.G. lived up to its noble name, and went through handsomely. Aris, with a "P" Type, found the ruts made a difficult ground clearance problem. Then came Pipe's high-nosed Ford

Coming Attractions

February 9. Scottish S.C.C. Rally Glasgow.
February 10. M.G. Car Club (Scottish) Trial, East Lothian.
February 10. Bristol M.C. and L.C.A. Trial, Mendips.
February 11. Southsea M.C. Trial Petersfield.
February 11. Birmingham U.M.C. Trial, Worcester.
February 11. Chiltern C.C. Trial, Chilterns.
February 11. Loughborough College M.C. Trial, Leics.
February 11. Lancs and Cheshire C.C. Trial, Cheshire.
February 11. Maidstone and Mid-Kent M.C. Trial, Charing.
February 11. W.H. and D.C.C. Trial, Dorset.
February 12. Lancs and Ches C.C. Standard Car Trial, start 10.30 a.m. Railway Square, Macclesfield.

Special to make a clean climb with much bouncing, and Richards, in his R.B.W. crowned his success with a boxer's handshake. Butler made the whole thing look easy, as did Todd (Dellow), although he just missed a tree. Wain's original old Morris Minor put up a really stout show, his passenger bouncing most effectively with the aid of a robust trapeze-like structure, though making a noise like a knight in armour bouncing on a bag of coke. Teltsch had expressed satisfaction that his blown TD seemed good for unlimited r.p.m., but unfortunately, he didn't develop them at the right time, and the result was failure low

down. Tony Rumfitt and his Eskimo-clad crew, appeared in the ex-Cotton car, to climb with all the expected certainty.

Between Shillingridge and the next section at Maidens' Grove, a half hour allowance was made for the absorption of lunch. This made a pleasant break in the day's proceedings, as the sun gained some real power. It also provided a chance to blow up tyres at leisure. After Maidens' Grove, competitors proceeded to the finish at the Lambert Arms, after an enjoyable 66 miles, taking in most of the Chiltern Hundreds.

Results

Premier Award—Banana Trophy: R. W. Christmas (939 c.c. M.G.).

Duckham's Trophy: B. A. M. Gilbert (1,250 c.c. M.G.).

Salmons' Cup: A. E. Rumfitt (1,172 c.c. Cotton).

1st Class Awards: G. L. Hancock (1,172 c.c. Dellow); A. E. A. Day (1,172 c.c. Dellow); M. H. Lawson (1,172 c.c. Lotus).

Visitors' Novice Awards: E. H. Manners (1,172 c.c. Falcon).

CHELTENHAM HALF-DAY

THE Cheltenham M.C. will be running a half-day sporting trial for members on 24th February, over a 50-mile course in the Cotswolds. Two classes are eligible: (a) cars up to 1,000 c.c. unsupercharged; (b) supercharged cars, or unsupercharged over 1,000 c.c. The start is at 2 p.m. from the Belle Vue Hotel Garage, High Street, Cheltenham.



P. W. Wain's elderly Morris Minor surmounts Shillingridge Wood during the M.G.C.C. (S.E.) Chilterns Trial, while his passenger works hard on the "flying trapeze".

Herts County Winter Trial

GERRY PENTONY (CYCLOPS) TAKES P.A.—
JIM APPLETON VICTOR IN 1½-LITRE CLASS

MUD and floods set the scene for the "Herts County's" annual invitation trial which, last Sunday, followed at 50-mile wind and rain-swept course across the Chilterns.

From the start at the Lambert Arms, Aston Rowant, the course lay up Beacon Hill, a mild version of nearby Pyrton and Crowell Hills, which were banned for trials by the Oxfordshire County Council last week, much to the organizers' consternation. Anyway, Beacon's chalk surface was conquered by all.

Not so Cadsden, the next section. Set in the woods near the famous hills of Whiteleaf and Kop, this section was stiffer than last year owing to a different angle of attack occasioned by a fallen tree. Smith, in the ex-Bartlett Special (now looking less stark at the front-end) was the first to get to the top in a beautifully judged climb. Jim Appleton in his white Jowett-based special and Pentony in Cyclops were the only other successful climbers. Rob Butler in his special nearly made it, but spun to a standstill. Price, having failed, spurned the proffered by-pass ticket and proceeded to drive straight up—such is luck. Chandler's special

smote a tree on the way down and broke the drop-arm.

Cockshoots Hill gave little trouble, but Halewood Hill halted half the entry including (rather surprisingly) Cyril Abbott's Ford Austin. By this time route-cards were mere pulp and the crews were feeling a trifle damp except Victor Biggs who kept his hood up as much as possible, and Yeats whose special is "saloonified". Six cars had retired up to this point.

So much water had flowed down the last hill, Hundridge, that no mud was left and everyone romped up. Up to this stage Pentony, Appleton and Smith had climbed every section so the special timed test was decisive. Set in a muddy lane at Bellingdon Bottom, it involved forward and reverse manoeuvres facing downhill, with a flying finish through six inches of floodwater 20 feet wide. Pentony made best time here by very rapid uphill reversing and a brave full-throttle dash at the water—highly spectacular! Richards, who used to run a twin-overhead cam Lea-Francis special, gave an exciting display in his new tubular-chassised special, powered and suspended by Dagenham. Price, com-

pletely unconcerned, pipe in mouth, took the water steadily and yet returned a good time.

Several people's water-proofing was found wanting but luckily nobody came to a complete stop. Appleton slid into a soft patch on the first line and lost time reversing out of it. Biggs, only half a second behind Appleton lost all driving power while immersed but managed to reach dry land and the finishing line on his momentum. Artificial respiration and words, enticing and otherwise, soon restored the necessary wedding of cogs.

The finish was at the Kings Arms, Berkhamsted, where the following results were announced:—

Premier Award Challenge Cup and replica: G. Pentony (Cyclops Spl.)

Member's Award: J. C. Smith (Bartlett Spl.).

1,500 c.c. Award: J. H. Appleton (Appleton Spl.).

First class awards: R. Butler (Butler Spl.); R. Richards (R.B.W.); V. S. A. Biggs (Ford Spl.); D. W. Price (Price Spl.).

Second class awards: G. Pettit (Ford Spl.); S. S. Turner (Ailard); G. Hancock (Dedlow); N. H. Overton (Overton Spl.).

Team Award: North West London Motor Club (G. Pentony, J. H. Appleton, G. Pettit).

"CHILTERN" DINE AND DANCE

THE annual dinner-dance of Chiltern C.C. took place at the Bull Hotel, Gerrards Cross, on 26th January. Raymond Mays, President of the Club, was in the chair, and over 170 members and friends attended. Viscount Curzon proposed the toast of "The President" and "The Sport", and he linked Raymond Mays's name inseparably with the last-named. He went on to say that he was appalled at the lack of financial support on a national level for the B.R.M., particularly as the sums involved would be insignificant when compared with the vast amount expended on groundnuts and the Brabazon. Viscount Curzon also expressed pleasure at the increasing interest of the Police in motor sport, and paid warm tribute to the entry

of Capt. Minchin and his crew in the "Monte".

Raymond Mays, replying, gave a fine account of the fortunes of the B.R.M. during 1950, and emphasized the continual financial handicap under which the project was working. He pointed out that money subscribed by the B.R.M.A. had not been used, and would not be until B.R.M. cars had proved themselves in International events.

"The Visitors" was proposed by Jim Stiff, and the response came unexpectedly from the inimitable "Stainless Stephen". His parody, "I tawt I taw a copper car a-cweeping up on me" reduced everyone to a state bordering on collapse.

Lady Curzon presented the awards, and it is pleasant to record that a high percentage of the winners turned up to collect their trophies.

HALF-LITRE CLUB DINNER-DANCE

THE "five hundred" boys looked unusually clean and tidy when they assembled, in formal attire, at the Park Lane Hotel, last Friday. Perhaps this was partly due to their new and dignified title of "The Half Litre Club, Ltd." Much more likely, however, it was in deference to the bevy of beautiful girls who added so greatly to the delights of the evening.

As Mr. G. P. Simon, of the *Daily Telegraph*, had been smitten by the flu, Desmond Scannell performed the task of proposing "The Club", at very short notice. Nevertheless, he acquitted himself admirably, and even gave some good advice on how to stuff a turkey. F. J. Findon responded, and voiced everybody's

(continued opposite)

A. W. Lilley Wins the "Clee Hill"

Seventy-five Entries in First "Classic" of 1951—
Len Shaw Enters Trials with New Wharton

UNDER extremely wet conditions and against severe competition, A. W. Lilley (1,172 c.c. A.W. Spl.) won the Hagley and District L.C.C.'s Clee Hill Trophy last Sunday, losing only 3½ marks.

The course, set in and around the Clee Hills of Shropshire, can normally be relied upon to provide adequate difficulties, but this time the weather was extreme, the deluge not ceasing from the start of the trial until well into the afternoon. At one period even the course-checking Jeep became submerged up to petrol tank level, in a "water splash" not marked on any map!

There were 75 entries to share a route some 52 miles long, which included some very difficult sections. Amid the aforesaid pouring rain, B. Baxter (1,172 c.c. Dellow) was first away from "The Plough", Wenlock Edge, and duly arrived at the first hill, Short Longville, which he climbed. J. D. Sleeman (1,172 c.c. Sleeman Spl.) made it look awfully easy, although R. J. L. Threlfall (3,922 c.c. Allard), still maintaining his hard tyre theory, failed.

C. R. Hardman's Shorrocks-blown Dellow sounded very Shelsley—and went up at comparative speed. Perks' similar car minus compressor sounded rather different but climbed well. G. D. Ostroumoff (Dellow) decided the weather was much too moist, and left his hood erect, which did not seem to affect his performance noticeably. Murray Austin

was trying his newly acquired Dellow and apparently found it to his liking. Ken Burgess (1,486 c.c. Burgess) and Miss Margaret Holden (1,496 c.c. H.R.G.) were equally good. On the timed section of the same hill R. W. Phillips made best time in 6.9 secs., Sleeman being next with 7.3 secs.

Marshbrook, a steep hill rising right off the road, provided some good climbs, amongst whom B. J. Bodenham (1,172 c.c. Dellow) and Edgar Wadsworth (1,172 c.c. Ford) were excellent. A. W. Lilley made the climb with the minimum of fuss and bother. This time Baxter failed to maintain his earlier promise and ceased forward motion about half-way up.

Highfields Farm provided an excellent section some half a mile long, and which remained reasonably consistent right through the field. First clean climb was by Bill Sleeman, followed by Ken Burgess. Ron Lowe (1,172 c.c. Dellow) just made the section, crawling over the top, his passenger being very, very breathless. B. J. Smith, first time out in his Dellow, went over the top, while E. Smith in a similar car made section 12. S. A. Cracknell (1,172 c.c. H.P. Spl.) made a very nice ascent, but Wadsworth, who looked like doing it, burst a radiator hose in the top section and failed amidst a cloud of steam. Bill Cox (1,172 c.c. Dellow) rocking from side to side

of the gully at great speed, finally subsided in section 12.

At the Yeld, Len Shaw arrived with the ex-Wharton Championship car, having lost the radiator cowl and bent the mudguard stays somewhere *en route*, but made a good attempt, only losing 7½ marks. Highest up were L. Parker (1,172 c.c. Parker) and A. W. Lilley, both losing 3½ marks. The Yeld, unfortunately, seemed to become progressively easier for the later numbers, making Wadsworth's 7½ marks as No. 10 very creditable. P. A. Atkinson (1,220 c.c. Austin), having forsaken his "Seven" engine, did not appear to be his usual confident self and lost 7½ marks running as No. 75.

Neenton made a nice "tail-off", only F. Harrison (F.H. Spl.) and P. Toogood (3,917 c.c. Ford Spl.) failing. Harton Wood Hollow failed C. Brough (1,172 c.c. Dellow), G. Hinder (748 c.c. Austin), C. P. Nicholls (1,172 c.c. Dellow) and J. B. Preston (1,172 c.c. Austin Spl.).

Results

Clee Trophy: A. W. Lilley (1,172 c.c. A.W. Spl.).

Bromsgrove Cup: R. W. Phillips (1,486 c.c. Fairley).

1st Class, A: C. Steward (920 c.c. Merkin Cross).

1st Class, B: A. A. Butler (1,172 c.c. Clegg); S. A. Cracknell (1,172 c.c. H.P. Spl.); L. Parker (1,172 c.c. Parker); J. Clegg (1,172 c.c. Clegg); B. J. Smith (1,172 c.c. Dellow); E. J. Reynolds (1,172 c.c. Dellow).

2nd Class, B: R. B. Lowe (1,172 c.c. Dellow); F. Dean (1,172 c.c. A.W. Spl.); R. A. Hopkinson (1,172 c.c. Bancroft Spl.); J. W. Cox (1,172 c.c. Dellow).

2nd Class, C: J. Deeky (1,512 c.c. Cranford).

1st Class Award, Leicester Club: O. F. Williams (1,172 c.c. Dellow).

Teams Award: J. Clegg, A. W. Lilley, A. A. Butler.

Half-Litre Club Dinner-Dance.—

continued
regret at the absence of Sammy Davis, owing to the illness of his wife. He traced the progress of the movement from Bristol, via Colin Strang, to the Coopers, and thanked John Hall, of Brands Hatch, for the excellent racing on that circuit. He announced that the Club hoped to return all entry fees to drivers in 1951.

Earl Howe was in excellent form when he proposed the toast of "The Visitors", and thoroughly endorsed the idea of returning entry fees, provided that didn't apply to drivers

who petered out after half a lap. He said that 500 c.c. events were providing the very best racing, and was glad that Formula III had been pioneered in this country. However, he warned competitors that real foreign opposition was soon coming. Brands Hatch, he said, was excellent.

In reply, John Bolster said that the 500 c.c. class had not provided "racing for the million", as was originally intended. We were all much poorer than we had expected to be, and costs were rising all the time; but when you took into account such things as the £36,800,000 we had had to find for the Groundnuts fiasco,

what could you expect? He said that at least half-litre racing was attracting the new poor, by which he meant some of the Formula I chaps who were down to their last couple of Maseratis.

Stan Coldham, the chairman, presented the awards won during last season, and Ken Carter was observed to be adding considerably to his large collection of cups. Heated arguments were, as usual, taking place round the bar, this journal's suggestion of a 200-miles race providing the favourite topic.

News from the Clubs.—

continued overleaf.

News from the Clubs—continued.

ASTON MARTIN POST-WAR RACING

John Wyer's Talk to the U.A.C.

ON 24th January, the Ulster A.C. had the pleasure of a visit from Aston Martin's racing manager, John Wyer. In one of the most interesting talks the club has ever heard, Mr. Wyer reviewed the company's racing history from the time when David Brown took it over in 1947, laying particular emphasis on Horsfall and Johnston's splendid achievement at Spa in 1948, when they won this particularly gruelling 24-hour race with a completely untried car. A bare two months had been available for its preparation, the most strenuous efforts on the part of the mechanics and drivers themselves bringing the car to the starting line on time, although it had not been ready for practising, and, indeed, had never run on the road. He also revealed for the first time that although Dudley Folland's ex-Seaman 2-litre crashed after holding second place

for some time, David Brown insisted on giving the Folland team one-third of the prize money, a most generous action.

Passing on to the 1949 season, Mr. Wyer referred to it as one of experiment. The D.B.2 was being developed, A.M. choosing saloons because their 2-litre engine was not capable of much development, and high performance was achieved by sound aerodynamic body design and good road-holding. But the good showing of the prototype 2½-litre at Le Mans, before it was eliminated by a cooling defect, raised the company's hopes for 1950. As Wyer was then appointed racing manager, he was able to go into more detail about last year's work, and his fascinating story of the intensive testing and scientific planning behind Aston Martin's considerable measure of success, came as a revelation to the layman. The performances of

the D.B.2s at Le Mans, Silverstone, and the Ulster T.T. are familiar to every enthusiast, but not the fact that, for instance, the Le Mans lap speed for each car was decided upon before the race began, on the basis of practice speeds. Like Sammy Davis, Wyer considers a proper pit control to be of the utmost importance, and in this connection told an amusing anecdote of the late Raymond Sommer. On raising this question with him before Silverstone, Sommer waved aside the suggestion that he should be controlled by pit signals, saying "Tell me one thing only, please—at what speed do the valves touch the pistons?"

Finally, with Dr. Terry Gardiner at the projector, Mr. Wyer showed the Automobile Club de l'Ouest's official film of the 1950 Le Mans, and D. P. Johnston, in proposing the vote of thanks, slyly suggested that as no D.B.2s had yet been delivered the company did not really go in for racing as a business proposition, but only for the fun of the thing. Mr. Wyer tried hard to refute this suggestion, and resounding applause brought the meeting to a close.

M.G. Car Club, MIDLAND CENTRE

THE Midland Centre are holding a half-day event on Sunday, 11th February, known as Operation Sleuth, starting at the Bird-in-Hand (on the Birmingham-Stratford Road, one mile from Hampton-in-Arden) at 12.30 p.m. and finishing at the Etlington Park Hotel, between Newbold-on-Stour and Alderminster. The event will be based mainly on map references (ordnance survey sheet No. 144, 1 in. to the mile): There will also be a Treasure Hunt—for information, not objects—and various other diversions, including a gymkhana-type Driving Test.

RHYL RALLY

THE Rhyl and District Motor Club are running a 300 Mile Rally in the North and Mid-Wales area on 17th and 18th February, for the Braud Trophy. This event will be limited to members of the Club. The Rally will replace the Standard Car Reliability Trial for which the trophy was originally donated, and the popularity of the innovation has exceeded the Committee's expecta-

tions. They feel they have now found the answer to the old problem of catering for the ordinary member and providing him with competition motoring, without the danger of undue damage to his daily transport. Cyril Bold is the present holder of the trophy, having won it last year in his Riley Imp. Regulations have not yet been received, but the Hon. Sec. of the Car Section of the Club is K. Drinkwater, 49 Min-y-Don Avenue, Old Colwyn.

RAYMOND MAYS AT PETERBOROUGH

THE Peterborough Motor Club achieved a scoop on 1st February, for they actually succeeded in persuading that immensely busy man, Raymond Mays, to come along to their Dinner and Dance at the Angel Hotel. After his Worship the Mayor had proposed the toast of "The Club" Raymond Mays responded, and made a typically modest speech. Naturally, the B.R.M. loomed large in his discourse, and he thanked the Peterborough Club for the very loyal support they were giving to the cause.

"The Visitors" was R. A. Johnson's subject, and he made the most of it, bringing maidenly blushes to the cheeks of several tough motorists. In reply, John Bolster took the opportunity of congratulating Raymond Mays, and the B.R.M. Trust, on having the courage to go to Barcelona. He suggested that once a car reaches the development stage, one driver is worth 20 engineers, and that Reg. Parnell and Peter Walker must now be able to give advice worth tens of thousands of pounds.

The presentation of awards by the Mayor concluded the formal part of the evening, after which dancing proceeded till a late hour. It was a thoroughly cheery "do", and much of the success was due to Mr. W. Wardle, the Hon. Sec., who performed the function of toastmaster in the manner born.

SHEFFIELD AND HALLAMSHIRE M.C.

ON 14th February, at 7.30 p.m., in the ballroom of the Norton Hotel Rodney Walkerley will be giving his talk on Grand Prix Racing, a subject on which he is an authority.

More Club News on page 192.

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MISCELLANEOUS

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News from the Clubs—cont.

FIFTH BLACKWATER TRIAL

HANTS and Berks M.C.'s closed Blackwater Trial, due to be run off on 4th March, is a non-car-breaking 40 mile event which caters for the ordinary club member who finds the usual sort of trial is beyond the capabilities of his car.

The first competitor starts at 12.31 p.m. from the New Inn, Eversley, on the main Reading-Blackwater road, and the course includes observed sections and one or more special tests.

TWO LANCS AND CHESHIRE TRIALS

THE Lancashire and Cheshire Car Club announce two forthcoming trials. First is the Standard Car Trial, for the ordinary every day "same as you can (or would like to) buy" car, to be held on 12th February. It starts at 10.30 a.m. from the Railway Square, Macclesfield, and runs, as last year, through beautiful Cheshire countryside, with non-damaging hills, and finishes after tests at the Dixon Arms, Chelford, Cheshire.

The Club's famous closed invita-

tion Derbyshire Trial will be run some time in April, and A. W. Lilley, the Comps. secretary, has found two or three new hills to supplement the old favourites.

NORTH LONDON ENTHUSIASTS DINE

THE N.L.E.C.C. held its annual dinner dance at the Hendon Hall Hotel, Hendon, N.W.4, on Friday, 19th January. There were 154 members and friends at the dinner, and more joined in the dancing afterwards.

The awards were presented by Mrs. Findon, the Rivers Fletcher Challenge Trophy going to J. C. C. Mayers, the William P. Render Challenge Trophy to J. W. Evans, the Mrs. Rivers Fletcher Trophy to C. H. Ford, and the Jacobean Challenge Cup and replica to B. H. Brown. Mr. Tee presented J. C. C. Mayers with the Brooklands Memorial Trophy.

The Competitions Secretary of the Berkhamsted M.C. and C.C., Paul Verdier, proposed "The Club", recalling the close co-operation between the two clubs at the speed trials at Tewin Water last August.

Mrs. Rivers Fletcher announced that she wished to present the club with a trophy to be won each year in a competition confined to the ladies.

CLUB FIXTURES

Morgan Three Wheeler Club (S.E. Group).—Monthly meeting, 10th February, Grafton Arms, Grafton Way, Tottenham Court Road.

Bentley Drivers' Club (Mid-West).—"Noggin and Natter", 10th February, Hare and Hounds, Weston-birt, Glos.

Cambridge University A.C.—Invitation "Lent Term Rally", 10th and 11th February.

Bentley Drivers' Club (Mid-West).—"Noggin and Natter", 17th February, Elcot Park Hotel, near Newbury, Berks.

M.G. Car Club (Irish Centre).—Annual Dinner and Prizegiving, 17th February, Dublin Airport, Collinstown.

A.C. Owners' Club. Annual Dinner and Presentation of Awards, 17th February.

N.W. London M.C. Film Show (sound), Abbey Hotel, N. Circular Road, N.W.10, 20th February, 8 p.m.

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